AIR TRANSPORTATION

THE WORLD'S FIRST AND ONLY AIR CARGO MAGAZINE

JULY 1949

Mr. W. B. Jeeves,
Vice President and
Sales Manager of
Parke Davis
Inter-American Corp.

"We first used Clipper® Cargo for urgent shipments—now it's routine practice"

—Parke Davis Inter-American Corp.

"When Clipper Cargo became available, we quickly realized that it was ideally suited for the shipment abroad of pharmaceutical and biological products.

"In the early days, our shipments were mainly restricted to urgent cases. But now the advantages of air transportation have become so apparent that an increasingly large proportion of our export shipments flies by Clipper Cargo.

"The faster arrival of the goods saves us money through the maintenance of smaller inventories abroad. And the merchandise arrives in excellent condition.

"We appreciate the excellent service Pan American has given us over the years. They have handled our shipments with all the speed we could wish for. They have also given us full cooperation in solving the special problems which so often confront us in shipping urgently needed medicines to the four corners of the world."

W. B. Jeeves

Today, more than ever, business leaders are looking for better methods of distribution . . . new markets . . . and ways to protect present markets against rising competition.

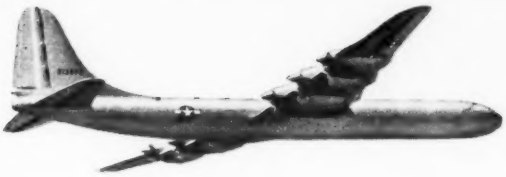
That is why more alert businessmen are shipping by Clipper Cargo . . . and why Pan American carries more overseas cargo than all other U. S. scheduled airlines *combined*. Call your Clipper Cargo Agent or your local Pan American Office today and find out how Clipper Cargo can bring more business to your company.

®Trade Mark, Pan American Airways, Inc.

Only Pan American offers the advantages of

CLIPPER CARGO

PAA



ANNOUNCING WORLD'S LARGEST PRODUCTION PROPELLER

"Custom-Built" BY *Curtiss-Wright*

FOR THE B-36

Curtiss-Wright's continued leadership in research and engineering has produced an entirely new development in the propeller field—the world's largest production propeller. This giant propeller—19 feet in diameter with a 21-inch blade chord—was designed specifically for the Air Force's B-36 and is custom-built throughout.

▶ This propeller's pusher location on the trailing edge of the wing, causing abnormal loads resulting from airflow disturbance, involved new and difficult design problems. But these were successfully solved and a *practical* propeller of huge size, featuring many new advantages was developed . . . as the result of many man hours in engineering, research, development and testing.

Many service-proved features

The new Curtiss Propeller also provides *reverse* thrust for smooth, air-cushioned landing and more effective braking . . . *automatic synchronization* which enables pilot to control *six* engines as *one* with single-lever action . . . *hollow steel blades* for light weight and extra strength.

▶ This new propeller now servicing the giant B-36 is another indication that Curtiss-Wright's continued leadership in the propeller field is meeting *today's* while anticipating *tomorrow's* aviation needs.

Many new features included in new Curtiss Propeller

- . . . *constant speed in reverse*
- . . . *instantaneous reversing and feathering*
- . . . *pitch change from rotation of propeller*
- . . . *de-icing by heated air passing through hub and hollow steel blade*

A PRODUCT OF CURTISS WRIGHT FIRST IN FLIGHT

PROPELLER DIVISION, CALDWELL, N. J.

CURTISS ELECTRIC PROPELLERS

AIR CARGOREELS

ALL FORMER RESIDENTS of the Falkland Islands, near the South Pole, these "passengers" (above) were flown by Pan American World Airways from Montevideo to Miami. The cargo included 59 penguins, 14 cormorants or shags, and 10 geese — all seasoned travelers now.

THIS NEW TYPE of conveyor-belt cargo loader, according to Northwest Airlines, saves the line's cargomen some 10 to 15 minutes per plane in handling time. Shown here at the Wold-Chamberlain Field, the Minneapolis-St. Paul airport, it may be elevated or lowered by means of a mechanical crank to meet floor height.

ONE OF THE DC-3s of Lloyd Aero Boliviano, oldest commercial airline in South America. LAB aims to utilize its airfreighters to such an extent that all of Bolivia's national supply of meat will be distributed by air. This would save some 2½ million scarce American dollars. At present, three tons of meat are flown to market daily.

A SEVEN-MILE pier being built for an oil company in Saudi Arabia will be completed a month ahead of schedule because a 3¼-ton air compressor was flown from a British factory in one of Airwork, Ltd.'s Bristol *Freighters*. No wonder they turn more and more to air.

FILTER ELEMENTS, manufactured by the Winslow Engineering Company, Oakland, California, for shipment to Seoul, Korea, being placed aboard a Western Air Lines transport. Consignee is the American Power Mission, representing the Economic Cooperation Administration. Comprising 40 cases, the 1,200-pound shipment was transshipped via Northwest Airlines for transpacific flight.

U. S. AIRLINES, one of the four air freight lines recently certificated by the CAB, taking aboard a 14-man Coast Guard type motor lifeboat measuring 18 feet in length, with a six-foot, three-inch beam and a height of 3½ feet. The boat weighed fully two tons and was flown from the line's New Jersey terminal to the Shell Caribbean Oil Company, Port Arthur, Texas. Hmm, sea-air!

AIR TRANSPORTATION

The world's first and only air cargo magazine

Established October, 1942

AIR TRANSPORTATION, published on the 15th of each month, is devoted (1) to the furtherance of air cargo as the newest and most significant form of freight transportation, (2) the promotion of domestic and international air commerce as an integral factor in progress, prosperity and peace; and (3) the establishment of a safe and sound national as well as international air transportation system. Subscription rate for United States and Possessions, $5.00 for one year, $8.00 for two years, and $11.00 for three years; foreign countries, $6.00 for one year, $10.00 for two years, and $14.00 for three years.

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COVER

Seaboard and Western Airlines' outstanding contribution in support of Operation Vittles is highlighted in two typical scenes at Rhein Main, Germany. S&W made 106 transatlantic freight flights through 1948 as part of the Berlin airlift, flying 1,400,000 pounds of military cargoes.

Rancher...manufacturer...publisher prove

Bonanza travel pays

Sundays, Paul Harbaugh goes to church — 200 miles away! He and his wife fly their Bonanza to Oklahoma City from their busy Texas ranch in just over an hour. Weekdays he rounds up cattle by air and even picks up mail. When roads are snowbound, the Bonanza is often the only transportation moving.

Key men of Reuland Electric Company, Alhambra, California, can now cover all distributors and sales meetings and still keep up with home office work. Two company-owned 4-place Bonanzas double their productive time. Company gives outstanding service with Bonanza emergency deliveries of Reuland Electric Motors. Says Howard Reuland, "Our Bonanzas are paying investments."

A string of newspapers from Gadsden, Alabama, to Middletown, New York, takes lots of attention. Carmage Walls, president, General Newspapers, Inc., can do it with a Bonanza available for anytime mobility. "Doubles my capacity for work," he states.

Newspaper men find it ideal for spot news coverage. Amazing economy. Pennies-per-mile operating cost.

Apply Bonanza Transportation to your business

Company ownership of this fast, *quiet* plane turns travel days into travel *hours* — time saved you can put to *profitable* use. Investigate! A note on your company letterhead will bring an informative 60-page brochure on "The Air Fleet of American Business." Write today to Beech Aircraft Corp., Wichita, Kansas.

Top speed, 184 mph • Cruising speed, 170 mph • Range, 750 miles

Beechcraft

BONANZA

MODEL A35

BEECHCRAFTS ARE THE AIR FLEET OF AMERICAN BUSINESS

Constantin Sainderichin

Guest Air Cargo Editorial No. 21

By CONSTANTIN SAINDERICHIN
Air Freight Manager
AIR FRANCE

WRAPPING, packing, and bundling are not just words that describe a function associated with shipping. They are important activities in this fast-growing business of air cargo, and they demand the attention of every shipper.

There are wrong and right ways to do these things. We are trying to show our shippers how they can save time and money, and at the same instance insure safe delivery of their cargo by proper packing.

We have learned that the weight of a container or the heaviness of cord does not necessarily mean strength in the packing. The military services learned many lessons in air shipping in the last war, and today in the Naval Laboratory at White Oak, Maryland, experiments are going on constantly to test the stress and strain in carrying materials by air. Most of these tests show that not always the biggest or heaviest things are the strongest in air transport. These lessons can well be adapted in commercial air transport.

It is important that packages be securely tied, but not in such a manner that it is difficult to retie them once they have been opened for customs inspection.

Addressing, too, is very important. Scribbling will not insure anything, except confusion. Careful printing may take a few minutes more originally, but it will save many minutes in final handling. And, more, it will insure packages reaching their proper address. This is particularly important in the international field where names of places are sometimes similar. It is also very important that the shipper designate the proper country to which a package is consigned.

Changes in the names of countries and in boundaries in recent years may even call for a refresher course in geography. Old and experienced shipping clerks who have learned their "old geography" well may need a simple briefing with a new map of the world before them. The world is changing faster than most people realize.

We find that time and distance with possible changes in weather conditions are sometimes ignored by shippers. While air freight has hurdled most of the old barriers of time and distance, the modern "magic carpet" has not completely erased these important factors and they should be carefully considered.

Air France receives many packages from private sources which are well wrapped, but unfortunately the shippers forget that bristol board which does not weigh very much often cuts down breakage.

There are many types of strong wrapping paper on the market today, and the individual shipper must determine which is best for his particular purposes. If waterproofing is necessary the shipper may obtain water repellent paper.

In addressing packages it is better to use crayon than ink which fades or runs. Marking inks have been developed which serve well under many circumstances, including heat and weather.

Orchids from Africa, precious gems and rush order medical supplies would ordinarily get top priority treatment if the shipper so designated these things, as he usually does. It is unfortunate, however, that so many shippers mark every package "urgent" or "rush" with little or no consideration of the contents. The poor airlines clerk who is confronted with a maze of "urgent" or "rush" shipments can scarcely be blamed if he becomes immune to such sticker warnings. A sane and cooperative attitude will go a long way toward speeding shipments to destination. After all, it's a matter of working together.

DUMP TRUCK backing into the cargo hold of one of the 60th TCG's fleet of *Packets*. A couple of hours later it will roll out at Tempelhof.

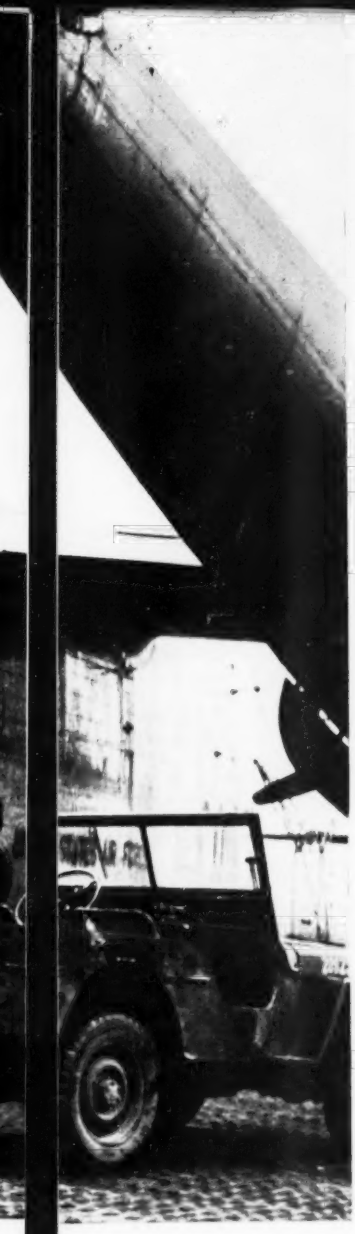
WIESBADEN, GERMANY—I'd been chatting with Major General William H. Tunner, Commanding General of the Airlift Task Force, in his office here; and although I'd met him several years before in the States, it wasn't until now that the completeness of his air freight thinking broke upon me. I've met air freight boosters before, but not one who will go as far as Tunner.

Thus, the amazing job which I witnessed in Germany—the now historic Operation Vittles—came as no stunning surprise. In a great sense, it reflected the general's views and vitality which funneled down through his officers to the GIs.

"Look," I told General Tunner bluntly, "I'm not in Germany to write about the brass. I want to bring my story to the level of the little guy in the airlift—the human side; I want to write about the individual groups rather than Vittles as a whole."

"Great idea," he said promptly, and assured me that I would get all the aid possible.

So I started with the 60th Troop Carrier Group, because it was the nearest at hand. Anyhow, I was headquartered at the Wiesbaden Press Center, only a handful of yards from the



WIESBADEN AIR BASE at night, with C-47s and C-54s in foreground. Streaks are moving vehicles.

The intimate story of the 60th Troop Carrier Group . . . the first in a series of yarns on the lads who made the Berlin Airlift work.

TWO HOURS TO TEMPELHOF

By RICHARD MALKIN

Managing Editor, Air Transportation

Rhine, and it was quite handy to the air base.

No one seemed to know the war record of the 60th; at least it isn't on file in this theatre. But it is a fact that the Group did an outstanding cargo-carrying job in the European, African, and Middle Eastern theatres of operation during the war, and that it won battle streamers for participating in the Algerian, French Moroccan, Sicilian, Air Combat Balkans, North Appenines, and Po Valley campaigns.

Naturally, when the war came to a close, there was that period of deactivation; but on the last day of September in 1946 three Troop Carrier Squadrons—the 10th, 11th, and 12th—were reactivated and combined under a newly formed 60th Troop Carrier Group. Commanding the new outfit was Colonel Jasper P. West. At that time the 10th and the 11th were at Munich, and the 12th at Rhein Main. Officers and airmen in the cadre were obtained from the 442nd TCG, a part of the European Air Transport Service. The principal job of the 442nd was special missions for USAFE.

Came 1947 and the 60th TCG found itself ferrying planes to various countries in Europe. The deteriorating political situation was biting in. Before

Two typical *Packet* loading scenes which are the rule rather than the exception at the Wiesbaden Air Base.

the year was over, the 60th had moved to Rhein Main and was pushing cargoes up the air corridor to Berlin.

The blow-off in Palestine edged into the headlines, and in May last year 16 of the 60th's planes zipped to Cyprus on standby alert to evacuate American personnel in the Holy Land area. This situation resolved itself soon enough, but meanwhile the differences between the three Western powers and Russia on the matter of Berlin became wider than ever. Airmen of the 60th were putting in more flying time per man and per aircraft than any other outfit in Germany—and probably the world. The cargo handlers, maintenance men, truck drivers, and all the rest who were part and parcel of the operation labored under the impact of the worsening turn of events.

I mentioned this period to one of the ground men.

"Rugged," he said, shaking his head. "Rugged as a sonuvabitch."

The switch to Kaufbeuren Air Base came as a distinct surprise, and it elicited some of the grandest, pithiest, soul-satisfying cuss words in Americana. Coming at a time when every man of the 60th was being used to the utmost, the move from Rhein Main to Kaufbeuren complicated matters no end. But it is a tribute to the men of that Group that, during this difficult time, not a single mission to which they had been assigned remained unfulfilled.

Blood, sweat, and tears? Add guts and perseverence to that!

The Blockade

Twenty-six C-47s, on call from Rhein Main, made the switch to that base. But the change lasted only 48 hours. They returned to Kaufbeuren on the 24th, and the word went around the base: *standby alert!*

It came! The blockade started in earnest on June 28, and there was an immediate order to move to the air base at Wiesbaden. Twelve hours after the word had been given by Colonel Harrison, the new CO, the first plane was to take off for Tempelhof, the air base at Berlin. Forty-five C-47s flew to Wiesbaden at 0500, and three hours later the flights went off as scheduled. Four days later there was a total of 98 C-47s at Wiesbaden.

"A hot job?" remarked one of the 60th. "Say, mister, in the first month alone we consumed a full year's supply of gasoline and parts."

Consider the fact that during the first two weeks of Vittles the personnel averaged 18 hours of duty each day. During July and August, average monthly flying time of aircraft was 196 to 197 hours. (One C-47 attached to the 11th TCS piled up a record total of 327 hours in one month.)

Medical authorities will tell you that four hours' flying time is equivalent to eight hours' labor on the ground. Compare this with the fact that during the first 35 days average flying time was 120 hours. Although during this period the weather was judged to be about the worst for that time of the year in Germany, 15,000 flying hours were logged—with *no fatal accidents*. Running 'round the clock, planes were dispatched with only two- and three-minute intervals. The 60th's PIO said:

"At the beginning of the airlift, 85 percent of the aircraft used were war-weary Gooney Birds, averaging more than 3,000 hours per aircraft prior to Operation Vittles. Lack of parts and qualified ground crewmen created almost insurmountable obstacles, but during this period the Group maintained more than 65 percent of its aircraft in commission, which is far above average, considering the scope of the operation.

"The 60th accomplished an exceptional feat by averaging 7,000 pounds, loaded weight, per aircraft, when the average load is 6,000 pounds for the C-47. This was made possible by reducing the gas load. At times planes

(Continued on Page 39)

With only minutes to spare the Flying Boxcar is gassed up for heavy duty.

PEEP
EGGS
"WHO THE HELL TURNED THE HEATERS ON??"
AIRLIFT
201
"FIRST FLOOR!! COAL, POTATOES, FLOUR, COCKPIT, MENS ROOM, ETC."
AIRLIFT
"I DONT THINK HE'S USED TO PASSENGER FLIGHTS YET"
COAL
"I CALL YOUR 5 SACKS OF COAL, AND RAISE YOU 10."
"OH, OH, I FORGOT TO WAKE SGT HOGAN BEFORE WE TOOK OFF!!"
AIRLIFT
"CHECK THAT COMPASS, I THINK WE'RE A LITTLE WEST OF COURSE!!!"

CARTOONS by STAFF SERGEANT JOHN H. SCHUFFERT

HAILING from New Castle, Pennsylvania, Sergeant Schuffert is assigned to the airlift as Major General William H. Tunner's radio operator. Eight years in the Air Force, he has had no formal training in art or cartooning.

"I just picked it up," he told AIR TRANSPORTATION's managing editor when the latter stumbled over his cartoons in *The Task Force Times*, "but I hope to make a career of it."

Just cast your eyes on the cartoons appearing on this page and see for yourself why Schuffert has become the Mauldin or Baker of the occupation forces.

It's a wise cork, says the author,

that knows its own pop, and . . .

It's a *Wise Exporter* who Knows his Shipping Documents

By W. John Gough
Assistant to the Director, International Procedures American Airlines

HISTORY reveals that Noah was the only shipper who ever legally loaded a cargo without invoices, but it is suspicioned that he was not without a manifest or a check-off sheet of some variety. Since then things have gone from bad to worse as far as documents required are concerned—so much so that we have not only passed the stage of having experts for special documents, we have arrived at the point where we have experts for the various portions of the documents. To coin a phrase, we are in a *technodocumental* era.

The reasons for requiring so many different forms in exporting a shipment to the Netherlands—or to any other country, for that matter—are common knowledge. Protection of excises and revenues, protection of public health and morals, preservation of home industries, safeguarding foreign exchanges, and control of available resources are only a few of these reasons. These are very basic national requirements for 'most all countries, and if we think we can change them, we are in for a tougher job than getting a testimonial on oleomargarine from a farm state Senator.

So we grant such national requirements—or rights—or prejudices, whatever they are termed. If we can't be rid of them, we must make the best of them. We must then review the several remaining alternatives open to shippers in easing their documentary burden. The first and least satisfying, except to the die-hard individualistic type, is to stop exporting and divert one's energies to selling brushes from door-to-door. But to an export man with a world-wide scope, such a thought is frightfully constricting. The second alternative is to adopt a shifty-eyed enterprise in a cozy style, but this is no longer fashionable either, despite how it strikes you from a moral standpoint, judging from the way the Office of International Trade has been cracking down lately.

There's just one other plan, and that is to make the means to the end easier to take without losing any of its effectiveness. In this matter, we folks who have this export-import business at heart have a lot to learn from the patent medicine manufacturers. That little capsule chock full of all kinds of vitamins goes down a whale of a lot easier than that tablespoonful of cod-liver oil our well-meaning parents used to thrust upon us. So this last alternative is to accomplish the same ends and meet the same government requirements with less paperwork. This then, in a phrase, is the trend of international air cargo documentation.

Carrying the Ball

I do not mean to imply that the airlines have been the only group of carriers that have been striving for simplicity, but from where I sit the railroads and truckers haven't taken hold of international cargo documentation with too great cunning, and I haven't heard anybody beating the drums very loudly on the subject from the docks on the river. With some pride of association, I think the airlines have carried the ball, but it would help to have a little interference on the play when the opposition gets tough.

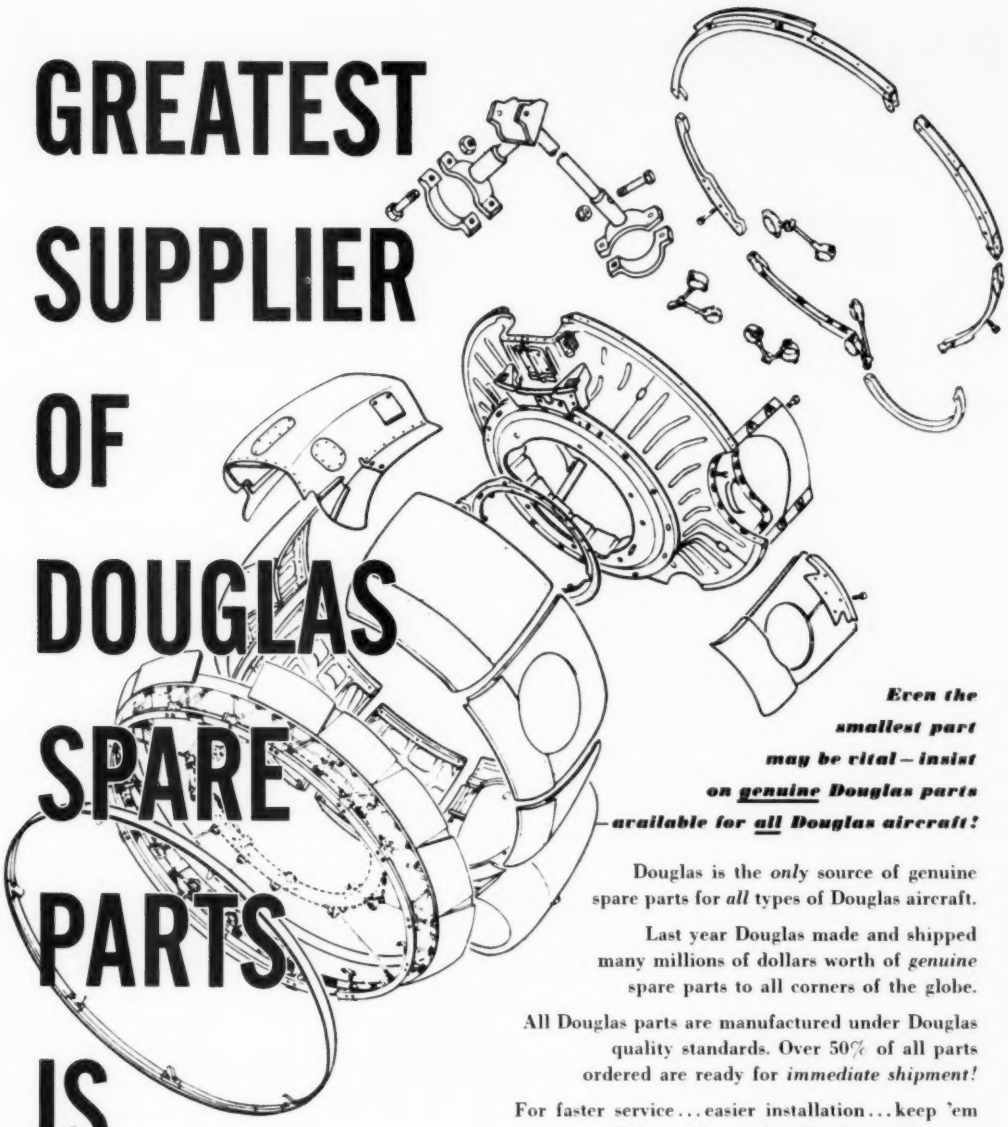
There isn't an export shipper in the business who, having used both air and surface transportation, hasn't found his paper work a great deal easier when he exports by air. And that isn't just by chance either. Right off the bat with the Export Declaration you save a two-bit notary fee since notarization is not required for air shipments. I could go into a long list of comparisons, but that would be dull reading, and it will suffice to say that there is hardly a country in the world served by both sea and air transportation that requires as many documents for shipments arriving by air, or for that matter, as much Consular legalization and consequent fees.

Do not be deceived into believing that all is just peachy on the paperwork side of exporting, even when shipping by air. We have by no means reached the millennium of simplicity and uniformity, which you might say are the two keywords of our aims, and are the twin points to which we are attempting to direct the trends. Such a state is about as far away as Stalin is from visiting Washington.

But the international airlines collectively have not been idle. Through the International Air Transport Association, they are chipping away at the various governments to bring about uniform and simplified enforcement of regulations. In three years many old walls have tottered and we are pleased to report that it is no longer necessary for an airplane to carry sheaves of manifests and related forms several feet in thickness to clear cargo properly from one country to another. A few countries already permit air shipments to enter and clear with no other paper but a copy of the carrier's airwaybill, and others will be sure to follow. Since all international air carriers now use the same airwaybill form, the shipper's problem is already partly simplified. Perhaps a combination waybill-invoice form will be the satisfactory document;

(Concluded on Page 40)

GREATEST SUPPLIER OF DOUGLAS SPARE PARTS IS DOUGLAS!



Even the smallest part may be vital—insist on genuine Douglas parts—available for all Douglas aircraft!

Douglas is the *only* source of genuine spare parts for *all* types of Douglas aircraft.

Last year Douglas made and shipped many millions of dollars worth of *genuine* spare parts to all corners of the globe.

All Douglas parts are manufactured under Douglas quality standards. Over 50% of all parts ordered are ready for *immediate shipment!*

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DOUGLAS AIRCRAFT COMPANY, INC., SANTA MONICA, CALIFORNIA

MORE PEOPLE FLY MORE PLACES BY **DOUGLAS**

No. 4—STYLES

VERIFIED CASE HISTORIES TO HELP THE SHIPPER

American: Distribution

Grayson-Robinson, operators of a chain of women's ready-to-wear shops throughout the country, makes use of American Airlines air freight to keep its retail outlets throughout the country supplied with the very latest styles.

General offices of Grayson-Robinson are located in New York. Most of the company's outlets are in Los Angeles and San Francisco with some stores located in other large United States cities. The buying is done in New York and AA air freight has entered the picture as the main supply channel to all Grayson-Robinson stores.

Although its stores are far away from the New York garment center, source of supply for most of Grayson-Robinson merchandise, the company finds that it can keep store stocks filled with the very latest fashions, with little or no local inventory backlog. Items which are previewed to the New York fashion press are on sale in Grayson-Robinson stores on the West Coast only a few hours later.

Grayson-Robinson has found that it can be more selective in merchandise through application of air freight. The company can send out "feeler" merchandise and determine through actual retail sales which items are the most popular. These can be reordered and on the sales racks again only hours later, while the item's popularity is still high.

East and West Coast fashion specialties are fully exploited through the use of air freight. Saks Fifth Avenue, for instance, uses AA to rush the latest New York creations to its Beverly Hills, California branch. On the other hand, Saks, as well as most of the other top-flight department stores in the East, use air freight to bring famous California creations to their Eastern outlets. Among the well-known West Coast fashion houses whose merchandise is flown to New York by the big retail stores are Cole of California, manufacturers of beachwear; and Rosenbloom, whose suits are as popular in the East as in their native West.

Air freight has proved a boon to fashion-conscious stores and customers on both coasts. California, for instance, has Paris and New York originals almost as soon as they are available in New York City. And the East Coast has in quick, easy reach the original designs of California's fast-developing sportswear industry, plus the creations of Hollywood's top designers. To high-fashion markets, speed is essential and local specialties are given a far-from-local market.

•

Capital: Low Investment

An alert merchandiser in Milwaukee noticed, by keeping in close touch with women's magazines, that a change in shoe styles was forthcoming. However, he was not certain as to the trend this change might take. In order to keep his investment at a minimum and still be able to offer the most saleable shoe merchandise, he bought a very limited number of each style from his various manufacturers. Thus, he was able to offer the largest possible variety to his customers with a minimum investment. His next step was to observe the style most satisfactory from a sales point of view. After that his next move was to use Capital air freight.

Our Milwaukee merchandising friend was able to secure overnight all-cargo service from style and manufacturing centers such as Baltimore and New York. Capital airfreighters depart from both of these cities each night at midnight and deliver in Milwaukee by 4:30 a. m. This means that the shipment is unpacked and ready for sale in considerable less than 24 hours after the 'phone or airmail order is received by the manufacturer.

This is an example to prove that air freight will permit a man to turn over a given amount of capital to the greatest possible advantage. At the same time, it takes the hit-or-miss element out of merchandising programs.

•

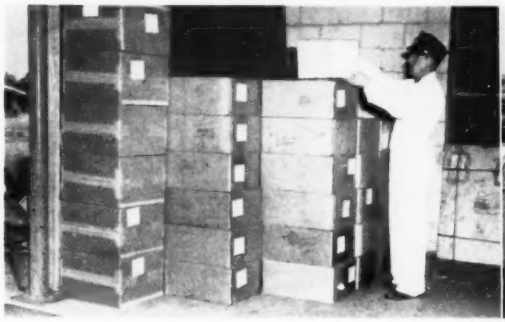
Continental: Remote Areas

Air transportation, particularly Continental Air Lines' services as a regional carrier, connecting with other airlines who serve the style centers on

(Continued on Page 41)

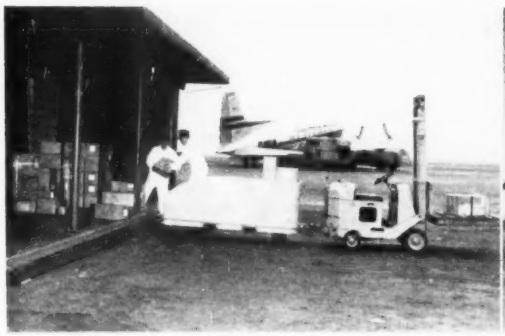
CARGO OFFICE answers all questions

LOFT CANDIES signed out for flight



CHECKING FREIGHT at the terminal

FORK LIFT takes on an assortment



THE TRAILER also accepts a big load

LOADING IN BELLY of TWA Stratoliner

THE TWA WAY IN PITTSBURGH

OUT IN THE SMOKY CITY, where the volume of business prompted TWA to acquire 2,000 square feet of space adjacent to the terminal building for an all-cargo terminal, they're demonstrating some real progressive thinking. In one typical month, for example, the Pittsburgh depot handled 350,000 pounds of mail, 250,000 pounds of express, and 575,000 pounds of air freight.

Not only does this air cargo terminal bill and segregate all inbound and outbound cargo, but all transfer traffic is handled there. The new structure has tail gate space for five trucks.

While it's true that everything from pins to penicillin is received or sent from the Pittsburgh depot, the most common cargo handled there by TWA agents is blueprints.

ONE OF THE MANY USES of a helicopter as demonstrated by a Bell "eggbeater" in this Latin American scene

A quick survey of rotary wing aircraft with emphasis on

The Helicopter and Air Cargo

By Gerald O. Ford

THE private and commercial transportation potentialities of the helicopter have captured the imagination of many people. During the last war, the talk was of helicopter air taxis and helicopter feeder airlines as well as rotary wing machines for personal use. Now, four years after the war, helicopter flying is not new or impractical, but many of the glowing predictions have not yet been realized.

In May, 1942, the XR-4, the United States Army Air Force's first successful helicopter, made the first cross-country helicopter flight in the Western Hemisphere. It was delivered from the Sikorsky factory at Stratford, Connecticut, to Wright Field, Ohio, a distance of 761 airline miles, in 16 hours 10 minutes flight time. The trip included 16 separate flights and was spread over five days. Average ground speed was barely 50 miles per hour. One has only to glance at recent helicopter performance records to realize that considerable development has taken place since 1942.

At least 40 organizations were working on helicopters in the early part of 1944. Accelerated engineering and development during World War II greatly stepped up helicopter performance.

The country's first fixed-base helicopter operator, Helicopter Air Transport Company, of Camden, New Jersey, began operations in May, 1946. HAT participated in helicopter mail experiments and offered various services. Cargo-carrying was the biggest question mark. The cost of equipment and limited freight space imposed a cargo rate that limited business to occasional high-priority freight. The helicopter is ready for commercial use, but not yet as the motor car of the air.

Due to its amazing maneuverability, the helicopter lends itself to uses impossible for the airplane or automobile. Because it can rise or descend vertically, or hover in the air, the helicopter has

unusual advantages with respect to ground facilities required. It can land on any reasonably level space which is large enough to accommodate the rotor span. It needs but a fraction of the area required for the average airplane and the surface does not have to be heavily reinforced as does an airport runway. Because of the small area required, "heliports" can be located closer to city centers. Thus, for short ranges, the helicopter is faster than a conventional airplane, because no time is lost going to the airport, taxiing, etc.

Igor Sikorsky points out that the helicopter lends itself to mass production to a greater degree than conventional aircraft. It eliminates the need for large wing areas and control surfaces which involve tedious methods of construction and expensive materials.

The Drawbacks

Although helicopter progress has been phenomenal, there are still serious drawbacks hindering the use of helicopters in air cargo. Among these are high initial cost, greater amount of maintenance required as compared to fixed wing airplanes, and inability to carry large loads. The high price is influenced largely by limited production and tremendous expenses incurred during the development stages. A conventional airplane with performance similar to that of a helicopter would cost much less than a helicopter, but it must be remembered that the helicopter is in the pioneer stage compared to the fixed wing airplane and has additional mechanism such as a clutch, transmission gears, etc. The cost of operation will probably be somewhat greater than that of an airplane of comparable weight-carrying capacity for some time. But the greater utility of the helicopter can justify this added cost in some cases.

An effort to reduce costs is being made. Kaman Aircraft Corporation wants to expand operations beyond the original plans. Schedules called for the manufacture of 20 helicopters in 1949 and 50 in 1950, but new plans are for 100 in 1950 in an effort to reduce the price. Helicopters built in 1949 are to sell for approximately $25,000 each. C. H. Kaman, president, believes his company could sell 500 helicopters annually if the price could be brought down to $12,500.

All aircraft designs are compromises and the vertical lift of helicopters is gained only by sacrificing other elements of performance, especially maximum speed and ceiling. Poor range characteristics, low forward speed, limited altitude performance, and sensitive center of gravity have hitherto limited the uses of the helicopter. A recent report of Bell Aircraft Corporation, on the export sales of 45 helicopters, showed almost all were being used in agricultural work or military operations. There is, however, nothing to indicate that performance problems are insurmountable or that helicopters cannot eventually become efficient cargo carriers.

Present commercial uses of the helicopter in air cargo are limited largely to the carriage of air mail. The helicopter has shown its greatest utility within the limits of more thickly populated areas around metropolitan centers. In areas of this kind it can give surface carriers more competition because it can land closer to the center of town than can a conventional airplane. Time lost in carrying mail to and from the airport robs the airplane of part of its effectiveness. The helicopter's maneuverability and small landing area can cut down mail run time considerably. After experiments in the collection and delivery of mail by helicopter from various post offices to the Los Angeles Municipal Airport, the Post Office Department sought permission from the Civil Aeronautics Board to establish helicopter service between the main post office and the airport in New York, Chicago, Philadelphia, Boston, and Los Angeles.

LAA Mail Service

Los Angeles Airways started its helicopter mail service on October 1, 1947, and operations have grown rapidly. During December, 1948, the company carried over 375,000 pounds of air mail consisting of approximately 15,000,000 pieces. Since the introduction of night flying, close-of-day mailings are dispatched by helicopter directly to waiting airliners for delivery in the East on the following morning.

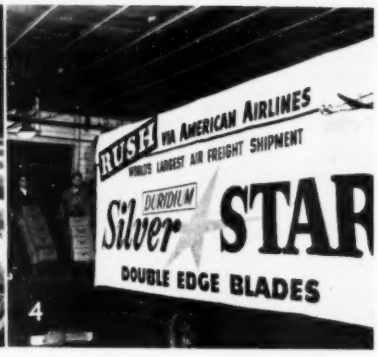
Since the beginning of its operations LAA has made over 65,000 landings on 40 heliports, including 6,000 on the

(Continued on Page 44)

Piasecki-built XHRP-1 in the service of the United States Navy.

Bell Model 47 doing an efficient and thorough job of spraying crops.

Airfreighted Today... No Whiskers Tomorrow



EVERY once in a while an air freight shipment crops up which makes people sit up and take notice. Such a shipment was that 210,000-pound cargo of Silver Star duridium razor blades which blanketed the country in a matter of hours. Although seven certificated carriers participated in the operation—it was kept hush-hush until the very last moment—American Airlines is credited with the fact that it acted as consultant to the shipper, American Safety Razor Company, Brooklyn, New York. Other carriers in on the deal were Northeast, Northwest, United, Capital, TWA, and Eastern. In most cases the razor blades were airfreighted. American, itself, hauled nearly half the total. Approximately 21,000 pounds were routed via air express and air parcel post.

Here are six steps in the operation: (1) Silver Star razor blades undergoing final annealing process. (2) Inspection under microscopic scrutiny. (3) Machine-wrapping the blades, placing on display cards, and readying them for cartons. (4) Loading into one of 59 30-foot trailer trucks for transport from the Brooklyn plant to LaGuardia and Newark Airports. (5) Sidney Weil, vice president—sales for American Safety Razor (left), handing first carton to D. L. Bogart, AA's district cargo sales manager. (6) The rest of the record shipment moving into the plane.

AIR SHIPPING ★★★

[REG. U. S. PAT. OFF.]

International Cargo Rates

(including U. S. possessions and territories)

Air cargo rates quoted are based on prevailing tariffs, airport to airport (see note).

Shippers are warned, however, that these rates are subject to change.

All international rates are quoted on an airport-to-airport service, with the pickup and delivery charges wholly apart.

International carriers whose schedules and rates are included here are indicated by the letter following the airport symbol (see below).

AIRPORT SYMBOLS

EDF—Anchorage
BUJ—Beaumont, Tex.
BGR—Bangor, Me.
BOS—Boston
BRO—Brownsville, Tex.
BTV—Burlington, Vt.
CHI—Chicago
CLE—Cleveland
CRP—Corpus Christi, Tex.
CTB—Cut Bank, Mont.
DAL—Dallas
YIP—Detroit
DLH—Duluth
ELD—El Dorado, Ark.
ELP—El Paso
EVV—Evansville, Ind.
FWA—Fort Wayne, Ind.
FTW—Fort Worth
GFK—Grand Forks, N. D.
GRW—Greenwood, Miss.
HFD—Hartford
HAV—Havana
HOT—Hot Springs, Ark.
HOU—Houston
HJR—Honolulu
IND—Indianapolis
JAN—Jackson, Miss.
MKC—Kansas City, Mo.
LRD—Laredo
LIT—Little Rock, Ark.
LAX—Los Angeles
MEM—Memphis
MEX—Mexico City
MIA—Miami
MKE—Milwaukee
MPS—Minneapolis-St. Paul
UL—Montreal
MSY—New Orleans
LGA—New York (La Guardia)
IDL—New York (Idlewild)
EWR—Newark
NLD—Nuevo Laredo, Mex.
OAK—Oakland, Calif.
PUK—Paducah, Ky.
PIA—Peoria, Ill.
PHL—Philadelphia
PIT—Pittsburgh
PDX—Portland, Ore.
QY—Sydney, N. S.
STL—St. Louis
SAT—San Antonio
SFO—San Francisco
SEC—Seattle
SHV—Shreveport, La.
GEG—Spokane, Wash.
SGF—Springfield, Mo.
TPA—Tampa
HUF—Terre Haute, I d.
TOL—Toledo, Ohio
VR—Vancouver, B. C.
DCA—Washington, D. C.

AIRLINE SYMBOLS

AF—Air France
A—American Airlines
AO—American Overseas
B—Braniff International Airways
BC—British Commonwealth Pacific Airlines
BO—British Overseas Airways Corp.
CS—Chicago & Southern Air Lines
C—Colonial Airlines
EA—Expreso Aereo Interamericano
K—KLM Royal Dutch Airlines
N—National Airlines
NE—Northeast Airlines
NW—Northwest Airlines
P—Pan American World Airways and affiliates
PH—Philippine Air Lines
S—Sabena
SW—Seaboard & Western
SS—Scandinavian Airlines System
SR—Swissair
TA—TACA Airways
T—Trans-Canada Air Lines
TC—Trans-Caribbean Air Line
TR—Transocean Air Lines
TW—Trans World Airline
U—United Air Lines
W—Western Air Lines

NOTE: Per pound rate is based on the average package weighing 25 lbs. Valuation rates are due only if consignments are shipped with declared value.

COMMODITY RATES: Apply to airlines.

AO: Valuation charge is applicable only on shipments with a valuation of over $7.71 per pound. Minimum charge is as for 2 kilos (4.4 lbs.).

K: Valuation charge is only on shipments with a declared valuation in excess of $7.71 per lb.

P: Valuation charge is only on shipments with a declared valuation in excess of $7.71 per lb.

PH: To any destination in the Philippines served from Manila by PAL (where routing is via PAL from San Francisco) add 10¢ per pound to rates shown as applying to Manila.

SW: Special rates for shipments of 1,000-4,999 lbs. and 5,000-9,999 lbs.

T: More economical rates are offered for bulk cargo. There is a basic rate for cargoes 25 pounds and less, between 25 pounds and 100 pounds, and over 100 pounds. Consult the airline direct.

TA: No valuation charge for shipments under $5,000 valuation . . . TACA has a special rate for shipments over 500 lbs.

TC Cheaper "deferred" rate available. Contact airline direct.

* This involves onward carriage by another airline.

▲ TCA Aircargo rate of 25 lbs. or less.

Destination	Airport and Airline		RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Aalberg, Denmark	LGA	AO*	1.30	.92	.15	M,F
"	IDL	SS	1.25	.94	.20	Su,M,W,F,Sa
"	IDL	K	1.22	.86	...	.....
Aarhus, Denmark	LGA	AO*	1.27	.89	.15	M,F
Abadan, Iran	LGA	BO	2.00	1.50	.20	Su,M,T,Th,F
"	BOS	AO*	1.97	1.62	.15	Su,Th
"	LGA	AO*	2.00	1.64	.15	Dly
"	IDL	SS	1.37	1.03	.20	Dly
Abo, Finland	LGA	AO*	1.46	1.01	.15	M,W,F
"	BOS	AO*	1.43	.98	.15	W,F
Accra, Br. Gold Coast	LGA	P	1.89	1.42	.15	M,Th
"	BOS	P	1.86	1.40	.15	Su,W
"	LGA	BO	2.00	1.57	.20	Su,M,T,Th,F
"	IDL	AF	1.89	1.42	.20	.....
"	BOS	AF	1.86	1.40	.20	.....
"	BOS	AO*	2.05	1.54	.15	Su,Th
"	LGA	AO*	2.08	1.56	.15	Dly
Addis Ababa, Ethiopia	LGA	AO*	2.29	1.73	.15	Dly
"	BOS	AO*	2.26	1.70	.15	Su, Th
"	LGA	BO	2.29	1.72	.20	Su,M,T,Th,F
"	EWR	TC	1.95	1.50	...	.....
"	IDL	S*	2.14	1.63	...	M,Th,Sa
Aden, Aden	LGA	AO*	2.19	1.64	.15	Dly
"	BOS	AO*	2.16	1.62	.15	Su,Th
"	LGA	BO	2.19	1.64	.20	Su,M,T,Th,F
Ajaccio, Fr. Corsica	IDL	AF	1.29	.97	.20	Thrice Wkly
"	BOS	AF	1.26	.95	.20	.....
Albertville, Belgian Congo	IDL	S	2.23	1.67	...	M,Th,Sa
Alexandria, Egypt	LGA	BO	1.73	1.30	.20	Su,M,T,Th,F
"	LGA	AO*	1.74	1.30	.15	Dly
Algiers, Algeria	LGA	TW	1.31	.98	.15	Su
"	LGA	AO*	1.52	1.18	.15	M,W,Sa
"	BOS	AO*	1.51	1.16	.15	M
"	LGA	C*	1.30	.93	.30	.....
"	IDL	AF	1.32	.95	.20	Dly
"	BOS	AF	1.29	.93	.20	Dly
"	EWR	TC	1.00	.80	...	.....
"	IDL	S*	1.32	.95	...	M,Th,Sa
Allahabad, India	DCA	C*	1.30	.93	.30	.....
"	IDL	AF	1.32	.95	.20	Dly
Amsterdam, Netherlands	LGA	AO	1.13	.83	.15	M,W,Sa
"	BOS	AO*	1.12	.81	.15	M
"	IDL	S	1.13	.85	...	M,Th,Sa
"	LGA	TR	.86	.71	.12½	.....
"	HFD	TR	.86	.71	.12½	.....
"	LGA	C*	1.13	.83	.30	.....
"	DCA	C*	1.13	.83	.30	.....
"	LGA	BO	1.13	.85	.20	Su,M,T,Th,F
"	IDL	SS	1.46	1.10	.20	Dly
"	IDL	AF	1.13	.83	.20	Dly
"	BOS	AF	1.10	.81	.20	Dly
"	IDL	K	1.13	.82	.15	Dly except Su
"	EWR	TC	.85	.70	.15	.....
Anchorage, Alaska	SEC	P	.45	.18	.15	Dly
"	SEC	NW	.23	.16	.15	Dly
"	MPS	NW	.35	.29	.15	Dly
"	OAK	TR	.61	.29½	.15	.....
Ankara, Turkey	LGA	C*	1.71	1.27	.30	.....
"	DCA	C*	1.71	1.27	.30	.....
Antigua, B.W.I.	LGA	P	.46	.41	.15	Su,T,Th
"	MIA	P	.45	.33	.15	Su,T,Th
Antigua (cont'd)	MSY	P	.98	.....	.15	M,W,Sa
"	HOU	P	1.18	.....	.15	Sa
"	BRO	P	1.10	.....	.15	Sa
"	CRP	P	1.13	.....	.15	Sa
"	NLD	P	1.12	.....	.15	F
"	LAX	P	1.35	.....	.15	F
Antilla, Cuba	MIA	P	.20	.15	.15	Dly
Antofagasta, Chile	MIA	P	1.19	.86	.15	M,T,Sa
"	MSY	P	1.35	1.01	.15	M,T,Sa
"	HOU	P	1.41	1.05	.15	Su,M,F
"	BRO	P	1.36	1.02	.15	Su,M,F
"	CRP	P	1.38	1.04	.15	Su,M,F
"	NLD	P	1.30	.....	.15	Su,Th,Sa
"	LAX	P	1.51	1.13	.15	Su,Th,Sa
Antwerp, Belgium	LGA	AO*	1.12	.85	.15	Dly
"	BOS	AO*	1.09	.83	.15	Su,Th
"	IDL	S*	1.13	.82	...	M,Th,Sa
Any Destination in Colombia other than those named herein	MIA	P	.72	.49	.15	Dly
"	MSY	P	1.18	.....	.15	Dly
"	HOU	P	1.28	.....	.15	Dly
"	BRO	P	1.20	.....	.15	Dly
"	CRP	P	1.23	.....	.15	Dly
"	NLD	P	1.22	.....	.15	.....
"	LAX	P	1.49	.....	.15	Dly
Aracaju, Brazil	LGA	P	1.54	.....	.15	Dly
"	MIA	P	1.36	.....	.15	Dly
"	MSY	P	1.53	.....	.15	Dly
"	HOU	P	1.68	.....	.15	Dly
"	BRO	P	1.60	.....	.15	Dly
"	CRP	P	1.63	.....	.15	Dly
"	NLD	P	1.63	.....	.15	.....
"	LAX	P	1.90	.....	.15	Dly
Arecibo, Puerto Rico	EWR	TC	.30	.20	...	Frequently
Arequipa, Peru	MIA	P	1.10	.83	.15	Dly
"	MSY	P	1.27	.96	.15	Dly
"	HOU	P	1.33	.99	.15	Dly
"	BRO	P	1.28	.96	.15	Dly
"	CRP	P	1.30	.98	.15	Dly
"	NLD	P	1.36	.....	.15	.....
"	LAX	P	1.48	1.10	.15	Dly
Arica, Chile	MIA	P	1.14	.85	.15	Dly
"	MSY	P	1.30	.96	.15	Dly
"	HOU	P	1.36	1.01	.15	Dly
"	BRO	P	1.31	.98	.15	Dly
"	CRP	P	1.34	1.00	.15	Dly
"	NLD	P	1.36	.....	.15	.....
"	LAX	P	1.48	1.11	.15	Dly
Armenia, Colombia	MIA	P	.63	.44	.15	Dly
"	MSY	P	1.04	.....	.15	Dly
"	HOU	P	1.15	.....	.15	Dly
"	BRO	P	1.07	.....	.15	Dly
"	CRP	P	1.10	.....	.15	Dly
"	NLD	P	1.09	.....	.15	Dly
"	LAX	P	1.34	.....	.15	Dly
"	LGA	P	.70	.55	.15	T,Th,Sa
"	BUJ	CS	.51	.39	.15	T,Th,Sa
"	CHI	CS	.53	.41	.15	T,Th,Sa
"	YIP	CS	.53	.41	.15	T,Th,Sa
"	ELD	CS	.52	.40	.15	T,Th,Sa
"	EVV	CS	.51	.39	.15	T,Th,Sa
"	FWA	CS	.53	.41	.15	T,Th,Sa
"	GRW	CS	.50	.38	.15	T,Th,Sa
"	HOT	CS	.52	.40	.15	T,Th,Sa
"	HOU	CS	.51	.39	.15	T,Th,Sa
"	IND	CS	.52	.40	.15	T,Th,Sa
"	JAN	CS	.50	.38	.15	T,Th,Sa
"	LIT	CS	.52	.40	.15	T,Th,Sa
"	MEM	CS	.50	.38	.15	T,Th,Sa
"	MSY	CS	.49	.37	.15	T,Th,Sa
"	PUK	CS	.51	.39	.15	T,Th,Sa
"	PIA	CS	.53	.41	.15	T,Th,Sa
"	STL	CS	.52	.40	.15	T,Th,Sa
"	SHV	CS	.52	.40	.15	T,Th,Sa
"	HUF	CS	.53	.41	.15	T,Th,Sa
"	TOL	CS	.53	.41	.15	T,Th,Sa
Aruba, N.W.I.	MIA	K	.41	.29	.15	Su,T,Th,Sa
Asmara, Ethiopia	LGA	AO*	2.08	1.56	.15	Dly
"	BOS	AO*	2.05	1.54	.15	Su,Th
"	LGA	BO	2.08	1.56	.20	Su,M,T,Th,F
Asuncion, Paraguay	LGA	P	1.77	.....	.15	T,F
"	MIA	P	1.53	.....	.15	T,F
"	MSY	P	1.75	.....	.15	M,Th
"	HOU	P	1.94	.....	.15	Su,W
"	BRO	P	1.85	.....	.15	Su,W
"	CRP	P	1.89	.....	.15	Su,W
Asuncion, Paraguay	NLD	P	1.89	.....	.15	Su,W
"	LAX	P	2.19	.....	.15	Su,W
Athens, Greece	EWR	TC	1.70	1.50	...	Frequently
"	LGA	AO*	1.57	1.11	.15	Dly
"	BOS	AO*	1.54	1.09	.15	Su,Th
"	IDL	SA	1.57	1.11	...	Su

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Athens (Cont'd)	LGA TR	1 20	.90	.15	.....
"	HFD TR	1 20	.90	.15	.....
"	IDL SW	1 28	1 03	.20	.....
"	LGA C*	1 55	1 11	.30	.....
"	DCA C*	1 55	1 11	.30	.....
"	LGA BO	1 60	1 21	.20	Su,M,T,Th,F
"	IDL AF	1 57	1 11	.20	Weekly
"	BOS AF	1 54	1 09	.20	.....
"	IDL K	1 57	1 11	.15	W
"	IDL SS	1 60	1 21	.20	Dly
"	LGA TW	1 60	1 21	.15	Dly
"	DCA TW	1 62	1 23	.15	M,Sa
"	CHI TW	1 66	1 27	.15	Sa
"	PHL TW	1 61	1 22	.15	M,Sa
"	BOS TW	1 57	1 13	.15	Th
"	YIP TW	1 64	1 25	.15	Sa
"	EWR TC	1 00	.85	.25	.....
"	IDL S	1 87	1 11	...	Th
"	IDL SR	1 60	1 21	...	Su,W
Auckland, N. Z.	LAX P	2 06	1 55	.15	Sa
"	SFO P	2 06	1 55	.15	Su
"	PDX P	2 06	1 55	.15	Sa
"	SEC P	2 06	1 55	.15	Su
"	BOS AO*	3 80	3 27	.15	Su,Th
"	LGA AO*	3 83	3 29	.15	Dly
"	SFO BO*	2 06	1 55	.15	.....
"	SFO BC	2 06	1 55	.15	F
"	HJR BC	1 39	1 04	.15	F
"	YR BC	2 17	1 63	.15	F
Augusta, Italy	LGA AO*	1 45	1 15	.15	Dly
"	BOS AO*	1 42	1 13	.15	Su,Th
"	LGA BO	1 45	1 09	.15	Su,M,T,Th,F
Baghdad, Iraq	LGA AO*	1 94	1 46	.15	Dly
"	BOS AO*	1 91	1 44	.15	Su,Th
"	LGA C*	1 60	1 30	.30	.....
"	DCA C*	1 74	1 30	.30	.....
"	IDL AF	1 76	1 32	.20	Weekly
"	BOS AF	1 73	1 30	.20	.....
"	EWR TC	1 58	1 25	...	Frequently
"	IDL S*	1 76	1 32	...	M,Th,Sa
"	LGA BO	1 95	1 46	.20	Su,M,T,Th,F
Bahia, Brazil (*See Sao Salvador*)					
Bahrein, Arabia	LGA AO*	2 07	1 55	.15	Dly
"	BOS AO*	2 04	1 53	.15	Su,Th
"	LGA C*	2 00	1 50	.30	.....
"	DCA C*	2 00	1 50	.30	.....
"	LGA BO	2 07	1 55	.20	Su,M,T,Th,F
Balboa, Canal Zone	MIA P	.39	.29	.15	Dly
"	MSY P	.47	.37	.15	Dly
"	HOU P	.50	.39	.15	Dly
"	BRO P	.50	.39	.15	Dly
"	NLD P	.66	.47	.15	Dly
"	CRP P	.50	.39	.15	Dly
"	LAX P	.83	.63	.15	Dly
"	HOU B	.50	.39	.10	Su,T,Th
"	CHI B	.53	.42	.20	Su,T,Th
"	CRP B	.50	.39	.10	Su,T,Th
"	DAL B	.51	.40	.10	Su,T,Th
"	YIP B	.51	.41	.20	Su,T,Th
"	MSY B	.47	.37	.15	Su,T,Th
Bangkok, Siam	LGA C*	2 44	1 83	.30	.....
"	DCA C*	2 44	1 83	.30	.....
"	LGA P	2 48	1 96	.15	Su,T,W,Sa
"	PDX P	2 89	2 17	.15	W
"	SEC P	2 89	2 17	.15	W
"	LAX P	2 89	2 17	.15	M,Th,Sa
"	BOS P	2 43	1 94	.15	.....
"	SFO P	2 89	2 17	.15	Su,T,Th,F
"	LGA AO*	2 51	1 95	.15	Dly
"	BOS AO*	2 58	1 93	.15	Su,Th
"	IDL AF	2 54	2 20	.20	.....
"	BOS AF	2 51	2 18	.20	.....
"	LGA TR	2 34	2 00	.25	.....
"	HFD TR	2 34	2 00	.25	.....
"	OAK TR	2 21	1 92	.20	.....
"	LGA BO	2 62	1 96	.10	Su,M,T,Th,F
"	IDL K	2 46	2 20	.15	Dly except Su
"	LAX W*	2 50	1 80	.20	.....
"	PDX W*	2 50	1 80	.20	.....
"	SEC W*	2 50	1 80	.20	.....
"	EWR TC	2 30	1 90	.25	.....
Bangui, Belg. Congo	IDL AF	2 54	1 91	.30	Weekly
"	BOS AF	2 51	1 88	.20	.....
"	IDL S	2 23	1 67	...	M,Th,Sa
Baracoa, Cuba	MIA P	.22	.16	.15	Dly
Barcelona, Spain	LGA AO*	1 34	1 05	.15	Dly
"	BOS AO*	1 31	1 03	.15	Su,Th
"	IDL AF	1 30	.98	.20	Twice Wkly
"	BOS AF	1 27	.95	.20	Twice Wkly
"	IDL SA	1 41	1 06	...	Sa
"	LGA P	1 30	.98	.15	Su,M,W
"	BOS P	1 27	.95	.15	Su,M,W
"	IDL SR	1 41	1 06	...	Su,W
Barcelona, Venezuela	LGA P	.66	.84	.15	Dly
"	MIA P	.53	.38	.15	Dly
"	MSY P	.93	.63	.15	Dly
"	HOU P	1 02	.68	.15	Dly
"	BRO P	.94	.64	.15	Dly
"	NLD P	1 15	...	.15	.....
"	CRP P	.97	.65	.15	Dly
"	LAX P	1 36	...	.15	Dly
"	MIA K	.53	.38	.15	T,Sa
"	LGA C*	.75	.52	.30	.....
"	DCA C*	.75	.52	.30	.....
Barranca, Bermeja, Col.	MIA P	.69	.41	.15	Dly
"	LGA P	.71	.52	.15	Su,Th
"	MSY P	1 12	...	.15	Dly
Barranca (Cont'd)	HOU P	1 26	.....	.15	Dly
"	BRO P	1 20	.....	.15	Dly
"	CRP P	1 23	.....	.15	Dly
"	NLD P	1 23	.....	.15	.....
"	LAX P	1 49	.....	.15	Dly
Barranquilla, Colombia	MIA P	.36	.26	.15	Dly
"	LGA P	.47	.37	.15	Dly
"	MSY P	.74	.52	.15	Dly
"	HOU P	.84	.58	.15	Dly
"	BRO P	.75	.53	.15	Dly
"	CRP P	.78	.55	.15	Dly
"	NLD P	.98	.....	.15	.....
"	LAX P	1 23	.....	.15	Dly
"	MIA K	.53	.38	.15	T,F
Basankusi, Belgian Congo	IDL S	2 23	1 67	...	M,Th,Sa
Basle, Switzerland	LGA AO*	1 19	.88	.15	Dly
"	BOS AO*	1 16	.86	.15	Su,Th
"	LGA TR	.92	.80	.12½	.....
"	HFD TR	.92	.80	.12½	.....
"	LGA C*	1 20	.92	.30	.....
"	DCA C*	1 30	.93	.30	.....
"	IDL AF	1 19	.88	.20	Six Weekly
"	BOS AF	1 16	.85	.20	.....
"	IDL S	1 21	.91	...	M,Th,Sa
"	IDL K	1 19	.88	.15	T,F
"	EWR TC	.85	.75	...	Frequently
"	IDL SR	1 21	.91	...	Su,W
"	LGA BO	1 21	.91	.20	Su,M,T,Th,F
Basrah, Iraq	IDL K	1 85	1 32	.15	Dly except Su
"	LGA AO*	1 73	1 30	.15	Dly
"	BOS AO*	1 70	1 28	.15	Su,Th
"	LGA BO	1 96	1 47	.20	Su,M,T,Th,F
"	IDL AF	1 85	1 32	.20	Su,T,Th,F,Sa
"	BOS AF	1 82	1 30	.20	Su,T,Th,F,Sa
"	LGA TW	1 96	1 47	.15	Su,W,F,Sa
"	EWR TC	1 70	1 20	...	Frequently
"	IDL SR	1 96	1 47	...	Su,W
"	LGA P	1 85	1 32	...	T,W,Th
"	BOS P	1 82	1 30	...	T,Th
"	LGA C*	1 83	1 30	.30	.....
"	DCA C*	1 83	1 30	.30	.....
Bastia, Corsica	IDL AF	1 29	.97	.20	Six Weekly
"	BOS AF	1 26	.95	.20	.....
"	LGA AO*	1 32	1 04	.15	Dly
"	BOS AO*	1 29	1 02	.15	Su,Th
Batavia, Java	LGA AO*	2 84	2 13	.15	Dly
"	LGA BO	2 84	2 13	.20	Su,M,T,Th,F
"	IDL K	2 63	2 36	.15	Dly except Su
Bauru, Brazil	LGA P	1 67	.....	.15	Su,T,W
"	MIA P	1 46	.....	.15	Su,T,W
"	MSY P	1 60	.....	.15	M,T,Sa
"	HOU P	1 79	.....	.15	Su,M,F
"	BRO P	1 71	.....	.15	Su,M,F
"	CRP P	1 74	.....	.15	Su,M,F
"	NLD P	1 73	.....	.15	Su,M,F
"	LAX P	2 05	.....	.15	Su,M,F
Bayamo, Cuba	MIA P	.17	.13	.15	Dly
Beirut, Lebanon	LGA AO*	1 73	1 30	.15	Dly
"	BOS AO*	1 70	1 28	.15	Su,Th
"	IDL AF	1 62	1 12	.20	.....
"	BOS AF	1 59	1 10	.20	.....
"	EWR TC	1 55	1 10	...	Frequently
"	IDL S*	1 62	1 12	...	M,Th,Sa
"	LGA BO	1 74	1 30	.20	Su,M,T,Th,F
Belem, Brazil	LGA P	.94	.68	.15	Dly
"	MIA P	.89	.61	.15	Dly
"	MSY P	1 29	.81	.15	Dly
"	HOU P	1 38	.85	.15	Dly
"	BRO P	1 30	.81	.15	Dly
"	CRP P	1 33	.83	.15	Dly
"	NLD P	1 35	...	.15	Dly
"	LAX P	1 56	...	.15	Dly
"	EWR TC	.88	.62	...	Frequently
Belfast, N. Ireland	IDL SS	1 01	.77	.20	Dly
"	LGA AO*	1 16	.89	.15	Dly
"	BOS AO*	1 13	.87	.15	Su,Th
"	LGA BO	1 02	.76	.20	Su,M,T,Th,F
Belgrade, Yugoslavia	LGA AO*	1 52	1 16	.15	M,W,Sa
"	BOS AO*	1 51	1 16	.15	M
"	IDL SS	1 51	1 11	.20	Su,M,W,F,Sa
"	IDL AF	1 51	1 13	.20	.....
"	BOS AF	1 48	1 11	.20	.....
"	IDL S*	1 51	1 09	...	M,Th,Sa
Belize, Br. Hond.	MSY TA	.39	.29	...	M,W,F
"	MEX TA	.33	.24	...	T,Th,Sa
Bello-Horizonte, Brazil	LGA P	1 64	.....	.15	W,F
"	MIA P	1 44	.....	.15	W,F
"	MSY P	1 56	.....	.15	T,Th
"	HOU P	1 77	.....	.15	M,F
"	BRO P	1 69	.....	.15	M,F
"	CRP P	1 72	.....	.15	M,F
"	NLD P	1 72	.....	.15	M,F
"	LAX P	1 99	.....	.15	M,F
Bergen, Norway	IDL SS	1 28	.97	.20	T,W,Th,Sa
"	IDL SS	1 21	.91	.20	T,W,Th,Sa
Berlin, Germany	LGA AO	1 29	.92	.15	Dly
"	BOS AO	1 26	.90	.15	M,Tu,Sa
"	LGA TR	1 00	.85	.12½	.....
"	HFD TR	1 00	.85	.12½	.....
"	LGA BO	1 31	.98	.20	Su,M,T,Th,F
"	IDL AF	1 29	.92	.20	.....
"	BOS AF	1 26	.90	.20	.....
Bermuda	LGA BO	.20	.10	.10	Dly
"	EWR TC	.25	.15	...	Frequently
"	LGA C	.25	.15	.10	Dly
"	DCA C	.25	.15	.10	Twice Wkly
"	LGA P	.25	.15	.10	Dly
Berne, Switzerland	IDL S*	1 20	.91	...	M,Th,Sa
Bloemfontein, So. Africa	LGA BO	2 41	1 81	.20	Su,M,T,Th,F
Bluefields, Nicaragua	MSY TA	.55	.42	...	M,W,F
"	MEX TA	.43	.33	...	T,Th,Sa
Bogota, Colombia	MIA P	.62	.42	.15	Dly
"	LGA P	.73	.53	.15	Dly
"	MSY P	1 08	.....	.15	Dly
"	HOU P	1 19	.....	.15	Dly
"	BRO P	1 11	.....	.15	Dly
"	NLD P	1 13	.....	.15	Dly
"	CRP P	1 14	.....	.15	Dly
"	LAX P	1 38	.....	.15	Dly
Bombay, India	LGA AO*	2 23	1 67	.15	Dly
"	BOS AO*	2 20	1 65	.15	Su,Th
"	LGA TR	2 22	1 42	.20	.....
"	HFD TR	2 22	1 42	.20	.....
"	LGA C*	2 31	1 65	.30	.....
"	DCA C*	2 31	1 65	.30	.....
"	LGA BO	2 38	1 79	.20	Su,M,T,Th,F
"	LGA TW	2 38	1 80	.15	Su,W,F,Sa
"	IDL K*	2 23	1 67	.20	Dly except Su
"	EWR TC	2 00	1 40	.25	.....
Bonaire, N.W.I.	MIA K	.44	.32	...	Su,T,Th,Sa
Bonanza, Nicaragua	MSY TA	.56	.43	.10	M,W,F
"	MEX TA	.44	.34	...	T,Th,Sa
Bone, Algeria	LGA AO*	1 42	1 12	.15	Dly
"	BOS AO*	1 39	1 10	.15	Su,Th
"	IDL AF	1 38	1 04	.20	Dly
"	BOS AF	1 35	1 01	.20	.....
Bordeaux, France	LGA AO*	1 21	.88	.15	Dly
"	BOS AO*	1 18	.86	.15	Su,Th
"	LGA BO	1 21	.91	.20	Su,M,T,Th,F
"	IDL AF	1 21	.88	.20	.....
"	BOS AF	1 18	.86	.20	.....
Bratislava, Czecho.	LGA AO*	1 40	1 08	.15	M,W,Sa
"	BOS AO*	1 39	1 06	.15	M
"	IDL S*	1 38	.99	...	M,Th,Sa
Brassaville, Fr. Eq. Af.	IDL AF	2 25	1 69	.20	Wkly
"	BOS AF	2 22	1 67	...	.....
"	BOS AO*	2 35	1 73	.15	M
"	LGA AO*	2 36	1 75	.15	M,W,Sa
Bremen, Germany	IDL SS	1 23	.94	...	Su,M,W,F,Sa
Brno (Brun), Czecho.	LGA AO*	1 37	1 05	.15	M,W,Sa
"	IDL S*	1 35	.97	...	M,Th,Sa
"	BOS AO*	1 36	1 03	.15	M
Brussels, Belgium	LGA P	1 12	.82	.15	Dly
"	BOS P	1 09	.80	.15	M,T,Th,F
"	LGA AO*	1 12	.86	.15	Dly
"	BOS AO*	1 09	.84	.15	Su,Th
"	IDL S	1 12	.82	...	M,Th,Sa
"	LGA TR	.80	.65	.12½	.....
"	HFD TR	.80	.65	.12½	.....
"	IDL SW	.92	.73	.20	.....
"	LGA C*	1 10	.82	.30	.....
"	DCA C*	1 10	.82	.30	.....
"	LGA BO	1 12	.82	.20	Su,M,T,Th,F
"	IDL SS	1 50	1 13	.20	Su,M,W,F,Sa
"	IDL AF	1 12	.82	.20	Dly
"	BOS AF	1 09	.80	.20	Dly
"	IDL K	1 15	.83	.15	Dly except Su
"	EWR TC	.75	.65	.25	.....
Bucaramanga, Colombia	MIA P	.60	.41	.15	Su,W,F,Sa
"	LGA	.71	.52	.15	Su,Th
"	MSY P	1 12	.....	.15	M,W,Th,F
"	HOU P	1 28	.....	.15	Su,T,W,Th
"	BRO P	1 20	.....	.15	Su,T,W,Th
"	CRP P	1 23	.....	.15	Su,T,W,Th
"	NLD P	1 23	.....	.15	Su,T,W,Th
"	LAX P	1 48	.....	.15	Su,T,W,Th
Bucharest, Rumania	LGA AO*	1 60	1 25	.15	M,W,Sa
"	BOS AO*	1 59	1 23	.15	M
"	IDL SS	1 58	1 19	...	Sa,M,W,F,Su
"	IDL AF	1 61	1 21	.20	.....
"	BOS AF	1 58	1 19	.20	.....
"	IDL S*	1 58	1 14	...	M,Th,Sa
Budapest, Hungary	LGA AO*	1 45	1 11	.15	M,W,Sa
"	BOS AO*	1 44	1 09	.15	M
"	IDL AF	1 45	1 09	.20	.....
"	BOS AF	1 42	1 07	.20	.....
"	IDL S*	1 42	1 02	...	M,Th,Sa
"	IDL SS	1 42	1 04	...	Su,M,W,F,Sa
Buenaventura, Col.	MIA P	.68	.46	.15	Dly
"	LGA P	.79	.57	.15	Su,Th
"	MSY P	1 19	.....	.15	Dly
"	HOU P	1 28	.....	.15	Dly
"	BRO P	1 20	.....	.15	Dly
"	CRP P	1 23	.....	.15	Dly
"	NLD P	1 26	.....	.15	Dly
"	LAX P	1 52	.....	.15	Dly

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Buenos Aires, Argentina	LGA P	1.64	.94	.15	Twice Dly
"	MIA P	1.56	.90	.15	Twice Dly
"	MSY P	1.54	1.16	.15	Dly
"	HOU P	1.58	1.19	.15	Dly
"	BRO P	1.54	1.16	.15	Dly
"	CRP P	1.56	1.17	.15	Dly
"	NLD P	1.68	....	.15	Dly
"	LAX P	1.79	1.34	.15	Dly
"	LGA SI	1.54	.93	.20	Frequently
"	MIA SI	1.45	.89	.20	Frequently
"	EWR TC	1.70	1.30	....	Frequently
Bulawayo, S. Rhodesia	IDL S	2 06	2 01		M,Th,Sa
"	BOS AO*	2 46	2 06	.15	Su,Th
"	LGA AO*	2 49	2.08	.15	Dly
Caibarien, Cuba	MIA P	.15	.11	.15	Dly
Cairo, Egypt	LGA AO*	1 73	1 30	.15	Dly
"	BOS AO*	1 70	1 28	.15	Su,Th
"	IDL S	1 73	1 30		M,Th,Sa
"	LGA TR	1.42	1.30	.15	.....
"	HFD TR	1.42	1.30	.15	.....
"	IDL SW	1.46	1.16	.20	.....
"	LGA C*	1.60	1.10	.30	.....
"	DCA C*	1.60	1.10	.30	.....
"	LGA BO	1 74	1 30	.20	Su,M,T,Th,F
"	IDL AF	1.62	1.12	.20	Twice Weekly
"	BOS AF	1 59	1 10	.20	.....
"	IDL K	1.62	1.12	.15	Dly except Su
"	LGA TW	1 74	1 30	.15	Dly
"	DCA TW	1 76	1 32	.15	M,Sa
"	BOS TW	1 71	1 27	.15	Tu,Th
"	PHL TW	1 73	1 31	.15	M,Sa
"	CHI TW	1 80	1 36	.15	Sa
"	YIP TW	1 78	1 34	.15	Sa
"	EWR TC	1 37	1 00		Frequently
"	IDL SR	1 74	1 30		Su,W
Calcutta, India	LGA P	2 31	1 89	.15	Su,T,W,Sa
"	BOS P	2 28	1 86	.15	Su,T,W
"	PDX P	3 25	2 44	.15	W
"	SEC P	3 25	2 44	.15	W
"	SFO P	3 25	2 44	.15	Su,T,F
"	LAX P	3 25	2 44	.15	M,Th,Sa
"	IDL K	2 31	1 98	.15	Dly except Su
"	LGA BO	2 55	1 89	.20	Su,M,T,Th,F
"	LGA C*	2 29	1 71	.30	.....
"	DCA C*	2 29	1 71	.30	.....
"	IDL AF	2 31	1 89	.20	Twice Wkly
"	BOS AF	2 28	1 87	.15	Twice Wkly
"	LGA AO*	2 52	1 89	.15	Dly
"	BOS AO*	2 49	1 87	.15	Su,Th
"	LGA TR	2.20	1.78	.25	.....
"	HFD TR	2.20	1.78	.25	.....
"	OAK TR	2.94	2.12	.20	.....
"	LAX W*	3.27	2.35	.20	.....
"	PDX W*	3.27	2.35	.20	.....
"	SEC W*	3.27	2.35	.20	.....
"	EWR TC	2.10	1.80	.25	.....
Calgary, Alb., Canada	LGA T*	8.50	.31	.10	Dly
Cali, Colombia	MIA P	.61	.46	.15	Dly
"	LGA P	.72	.57	.15	Su,Th
"	MSY P	.69	.54	.15	Dly
"	HOU P	.72	.56	.15	Dly
"	BRO P	.72	.56	.15	Dly
"	CRP P	.72	.56	.15	Dly
"	NLD P	.99	....	.15	Dly
"	LAX P	1.05	.80	.15	Dly
Camaguey, Cuba	MIA P	.12	.09	.15	Dly
Campeche, Mexico	MIA P	.39	....	.15	Dly
"	MSY P	.35	....	.15	Dly
"	HOU P	.57	....	.15	Dly
"	BRO P	.49	....	.15	Dly
"	CRP P	.52	....	.15	Dly
"	NLD P	1 63	....	.15	Dly
"	LAX P	.89	....	.15	Dly
Campo Grande, Brazil	LGA P	1 75	....	.15	M,T,Th
"	MIA P	1 48	....	.15	M,T,Th
"	MSY P	1 61	....	.15	W,Sa
"	HOU P	1 68	....	.15	T,F
"	BRO P	1 60	....	.15	T,F
"	CRP P	1 63	....	.15	T,F
"	NLD P	1 63	....	.15	T,F
"	LAX P	2.15	....	.15	T,F
Cannavieras, Brazil	LGA P	1 62	....	.15	M,W,Sa
"	MIA P	1 33	....	.15	M,W,Sa
"	MSY P	1 56	....	.15	Su,T,F
"	HOU P	1 77	....	.15	M,Th,Sa
"	BRO P	1 69	....	.15	M,Th,Sa
"	CRP P	1 72	....	.15	M,Th,Sa
"	NLD P	1 72	....	.15	M,Th,Sa
"	LAX P	1 99	....	.15	M,Th,Sa
Cannes, France	LGA AO*	1 27	.99	.15	Dly
"	BOS AO*	3 23	2 40	.15	Su,Th
"	IDL AF	1.23	.89	.20	Dly
"	BOS AF	1.20	.87	.20	Dly
"	LGA BO	1 23	.92		Su,M,T,Th,F

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Canton Island	LAX P	1 36	1 02	.15	T,Sa
"	SFO P	1 36	1 02	.15	T,Sa
"	PDX P	1 36	1 02	.15	Su
"	SEC P	1 36	1 02	.15	Su
"	CHI NW*	2 66	2.00	.15	Four Wkly
"	CLE NW*	2 69	2 02	.15	Four Wkly
"	YIP NW*	2 68	2.01	.15	Four Wkly
"	LAX NW*	2.50	1.88	.15	Four Wkly
"	MKE NW*	2.66	2.00	.15	Four Wkly
"	MPS NW*	2.64	1.98	.15	Four Wkly
"	LGA NW*	2.73	2.05	.15	Four Wkly
"	PDX NW*	2.50	1.88	.15	Four Wkly
"	PIT NW*	2.70	2.03	.15	Four Wkly
"	SFO NW*	2.50	1.88	.15	Four Wkly
"	SEC NW*	2.50	1.88	.15	Four Wkly
"	DCA NW*	2.71	2.03	.15	Four Wkly
"	VR BC	1 47	1.10	.15	M,Th,F
Capetown, U. S. Af.	LGA AO*	3 24	2 42	.15	M,W,Sa
"	BOS AO*	1 24	.97	.15	M
"	IDL S*	3 05	2 30	....	M,Th,Sa
"	LGA BO	2 75	2 06	....	Su,M,T,Th,F
Caracas, Venezuela (*See La Guaira*)					
Caravellas, Brazil	LGA P	1 64	....	.15	Su,T,Th,Sa
"	MIA P	1 36	....	.15	Su,T,Th,Sa
"	MSY P	1 59	....	.15	M,W,F,Sa
"	HOU P	1 81	....	.15	Su,T,Th,F
"	BRO P	1 73	....	.15	Su,T,Th,F
"	CRP P	1 76	....	.15	Su,T,Th,F
"	NLD P	1 76	....	.15	Su,T,Th,F
"	LAX P	2 03	....	.15	Su,T,Th,F
Cartagena, Colombia	MIA P	.47	.32	.15	Dly
"	LGA P	.58	.43	.15	Dly
"	MSY P	.95	....	.15	Dly
"	HOU P	1.13	....	.15	Dly
"	BRO P	1.05	....	.15	Dly
"	CRP P	1.08	....	.15	Dly
"	NLD P	1.07	....	.15	.....
"	LAX P	1.32	....	.15	Dly
"	LGA C*	.55	.40	.30	.....
"	DCA C*	.55	.40	.30	.....
Casablanca, Fr. Morocco	BOS AF	1.52	1.14	.20	.....
"	LGA AO*	1.59	1.30	.15	Dly
"	BOS AO*	1.56	1.28	.15	Su,Th
"	IDL AF	1.55	1.16	.20	Dly
"	IDL S*	1.55	1.16		M,Th,Sa
Castel Benito, Libya	LGA AO*	1.52	1.14	.15	Dly
"	BOS AO*	1 49	1 12	.15	Su,Th
Catacamas, Honduras					.....
Catania, Italy	LGA AO*	1 55	1 21	.15	M,W,Sa
"	BOS AO*	1 54	1.19	.15	M
Cayenne, Fr. Guiana	LGA P	.83	.62	.15	M,Th
"	MIA P	.78	.55	.15	M,Th
"	MSY P	1.18	.76	.15	Su,W
"	HOU P	1.28	.81	.15	T,Sa
"	BRO P	1.20	.77	.15	T,Sa
"	CRP P	1.23	.79	.15	T,Sa
"	NLD P	1.26	....	.15	T,Sa
"	LAX P	1.51	....	.15	T,Sa
Cayo Mambi, Cuba	MIA P	.22	.16	.15	Dly
Chetumal, Mexico	MIA P	.45	....	.15	M,F
"	MSY P	.45	....	.15	Su,Th
"	HOU P	.63	....	.15	W,Sa
"	BRO P	.55	....	.15	W,Sa
"	CRP P	.58	....	.15	W,Sa
"	LAX P	.93	....	.15	W,Sa
Chielayo, Peru	MIA P	.90	.67	.15	Dly
"	MSY P	.98	.75	.15	Dly
"	HOU P	1.01	.77	.15	Dly
"	BRO P	1.01	.77	.15	Dly
"	CRP P	1.01	.77	.15	Dly
"	NLD P	1.19	....	.15	Dly
"	LAX P	1.34	1.01	.15	Dly
Christiansand, Norway	LGA AO*	1 32	1 00	.15	M,W,Sa
"	BOS AO*	1 31	.98	.15	M
"	IDL K	1.19	.88	.15	Dly ex. Sa,Su
Chungking, China	CHI NW*	2.91	2.25	.15	Four Wkly
"	CLE NW*	2.94	2.27	.15	Four Wkly
"	YIP NW*	2.93	2.26	.15	Four Wkly
"	LAX NW*	2.78	2.13	.15	Four Wkly
"	MKE NW*	2.91	2.25	.15	Four Wkly
"	MPS NW*	2.89	2.23	.15	Four Wkly
"	LGA NW*	2.99	2.30	.15	Four Wkly
"	SFO NW*	2.78	2.13	.15	Four Wkly
"	PIT NW*	2.95	2.28	.15	Four Wkly
"	PDX NW*	2.78	2.13	.15	Four Wkly
"	SEC NW*	2.78	2.13	.15	Four Wkly
"	DCA NW*	2.96	2.28	.15	Four Wkly
Cienaga, Colombia	MIA P	.47	.32	.15	Su,T,F
"	MSY P	.95	....	.15	Su,T,F
"	HOU P	1.13	....	.15	M,Th,Sa
"	BRO P	1.05	....	.15	M,Th,Sa
"	CRP P	1.08	....	.15	M,Th,Sa
"	NLD P	1.07	....	.15	M,Th,Sa
"	LAX P	1.32	....	.15	M,Th,Sa
Cienfuegos, Cuba	MIA P	.13	.10	.15	Dly
C. del Carmen, Mexico	MIA P	.43	....	.15	Dly
"	MSY P	.41	....	.15	Dly
"	HOU P	.52	....	.15	Dly
"	BRO P	.44	....	.15	Dly
"	CRP P	.47	....	.15	Dly
"	LAX P	.85	....	.15	Dly

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Ciudad Trujillo, D. R.	LGA P	.44	.39	.15	Dly
"	MIA P	.17	.15	.15	Dly
"	MIA K	.31	.23	.15	Th
"	EWR TC	.45	.35	....	Frequently
Ciudad Victoria, Mexico	HOU P	.28	....	.10	Dly
"	BRO P	.20	....	.10	Dly
"	CRP P	.23	....	.10	Dly
"	DAL B	.30	....	.10	Dly
"	FTW B	.30	....	.10	Dly
"	SAT B	.23	....	.10	Dly
"	LRD B	.16	....	.10	Dly
Cochabamba, Bolivia	MIA P	1.19	.89	.15	F,Sa
"	MSY P	1.35	1.01	.15	M,W,F,Sa
"	HOU P	1.41	1.05	.15	Su,T,Th,F
"	BRO P	1.36	1.02	.15	Su,T,Th,F
"	CRP P	1.38	1.04	.15	Su,T,Th,F
"	NLD P	1.36	....	.15	Su,T,Th,F
"	LAX P	1.51	1.13	.15	Su,T,Th,F
Colombia. Any Destination other than those named herein	MIA P	.72	.49	.15	Dly
"	MSY P	1.18	....	.18	Dly
"	HOU P	1.28	....	.18	Dly
"	BRO P	1.20	....	.18	Dly
"	CRP P	1.23	....	.18	Dly
"	NLD P	1.23	....	.18	.....
"	LAX P	1.49	....	.15	Dly
Colombo, Ceylon	LGA AO*	2 51	1 88	.15	Dly
"	BOS AO*	2 48	1 86	.15	Su,Th
"	LGA BO	2 51	1 88	.20	Su,M,T,Th,F
Concepcion, Bolivia	MIA P	1.27	.95	.15	M,F
"	MSY P	1.41	1.06	.15	M,F
"	HOU P	1.45	1.09	.15	Su,Th
"	BRO P	1.41	1.06	.15	Su,Th
"	CRP P	1.43	1.07	.15	Su,Th
"	NLD P	1.48	....	.15	Su,Th
"	LAX P	1.55	1.16	.15	Su,Th
Copenhagen, Denmark	IDL SS	1.25	.94	.20	Dly
"	LGA AO	1.23	.86	.15	M,F
"	BOS AO	1.20	.83	.15	F
"	IDL S	1.25	.94		M,Th,Sa
"	LGA TR	1.00	.75	.12½	.....
"	HFD TR	1.00	.75	.12½	.....
"	LGA C*	1.20	.86	.30	.....
"	DCA C*	1.20	.86	.30	.....
"	IGA BO	1.23	.86	.30	Su,T,Th
"	IDL AF	1.23	.86	.20	Dly
"	BOS AF	1.20	.82	.20	Dly
"	IDL K	1.23	.86	.15	Dly except Su
"	EWR TC	.90	.75	.25	.....
"	LGA BO	1.25	.94	.20	Su,M,T,Th,F
Coquilhatville, Belgian Congo	IDL S	2 20	1 65	....	M,Th,Sa
Cordoba, Argentina	MIA P	1.37	.89	.15	F
"	MSY P	1.48	1.11	.15	Th
"	HOU P	1.52	1.14	.15	W
"	BRO P	1.49	1.12	.15	W
"	CRP P	1.50	1.13	.15	W
"	NLD P	1.58	....	.15	W
"	LAX P	1.65	1.24	.15	W
Coro, Venezuela	LGA C*	.68	.50	.30	.....
"	DCA C*	.68	.50	.30	.....
"	LGA P	.70	.57	.15	Dly
"	MIA P	.48	.35	.15	Dly
"	MSY P	.84	.58	.15	Dly
"	HOU P	.93	.63	.15	Dly
"	BRO P	.85	.59	.15	Dly
"	CRP P	.88	.60	.15	Dly
"	NLD P	1.06	....	.15	Dly
"	LAX P	1.30	....	.15	Dly
Corumba, Brazil	MIA P	1.36	....	.15	M,Th
"	MSY P	1.48	....	.15	Su,W
"	HOU P	1.58	....	.15	T,Sa
"	BRO P	1.50	....	.15	T,Sa
"	CRP P	1.53	....	.15	T,Sa
"	NLD P	1.51	....	.15	T,Sa
"	LAX P	1.69	....	.15	T,Sa
Costermansville, Belgian Congo	IDL S	2 23	1 67	....	M,Th,Sa
Cristobal, Canal Zone	MIA P	.41	.31	.15	Dly
"	MSY P	.49	.39	.15	Dly
"	HOU P	.52	.41	.15	Dly
"	BRO P	.52	.41	.15	Dly
"	CRP P	.52	.41	.15	Dly
"	NLD P	.68	.49	.15	Dly
"	LAX P	.83	.65	.15	Dly
Cucuta, Colombia	MIA P	.60	.41	.15	Su,W,Th,Sa
"	LGA P	.71	.52	.15	Su,Th
"	MSY P	1.12	....	.15	Su,W,Th,Sa
"	HOU P	1.28	....	.15	T,W,F,Sa
"	BRO P	1.20	....	.15	T,W,F,Sa
"	CRP P	1.23	....	.15	T,W,F,Sa
"	NLD P	1.24	....	.15	T,W,F,Sa
"	LAX P	1.49	....	.15	T,W,F,Sa
Cuenca, Ecuador	MIA P	.78	.58	.15	Su,M,T,W,Sa
"	MSY P	.86	.66	.15	Su,M,T,W,Sa
"	HOU P	.89	.68	.15	Su,M,T,F,Sa
"	BRO P	.89	.68	.15	Su,M,T,F,Sa
"	CRP P	.89	.68	.15	Su,M,T,F,Sa
"	NLD P	1.12	....	.15	Su,M,T,F,Sa
"	LAX P	1.22	.92	.15	Su,M,T,F,Sa

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Curacao, N.W.I.	LGA P	.59	.50	.15	Dly
"	MIA P	.42	.31	.15	Dly
"	MSY P	.93	....	.15	Dly
"	HOU P	1.02	.68	.15	Dly
"	BRO P	.94	.64	.15	Dly
"	CRP P	.97	.65	.15	Dly
"	NLD P	1.10	....	.79	Dly
"	LAX P	1.33	....	.15	Dly
"	MIA K	.42	.31	.15	Dly
"	EWR TC	.65	.50	....	Frequently
Curityba, Brazil	LGA P	1.68	....	.15	F
"	MIA P	1.46	....	.15	F
"	MSY P	1.60	....	.15	F
"	HOU P	1.53	....	.15	Th
"	BRO P	1.75	....	.15	Th
"	CRP P	1.78	....	.15	Th
"	NLD P	1.79	....	.15	Th
"	LAX P	2.06	....	.15	Th
Dakar, Senegal, F. W. Africa	LGA P	1.68	1.31	.15	M,Th
"	BOS P	1.65	1.19	.15	Su W
"	LGA AO*	2.18	1.63	.15	Dly
"	BOS AO*	2.15	1.61	.15	Su,Th
"	IDL AF	1.68	1.21	.20	Thrice Weekly
"	BOS AF	1.65	1.19	.20	....
Damascus, Syria	LGA P	1.62	1.12	.15	Su,T,W,Th,Sa
"	BOS P	1.50	1.10	.15	T,Th
"	LGA AO*	1.73	1.30	.30	Dly
"	BOS AO*	1.70	1.28	.15	Su,Th
"	IDL SW	1.43	1.10	.20	....
"	IDL AF	1.62	1.13	.20	....
"	BOS AF	1.59	1.10	.20	....
"	LGA BO	1.74	1.30	.20	Su,M,T,Th,F
"	EWR TC	1.50	1.10	....	Frequently
"	IDL SS	1.74	1.30	....	Su,M,W,F,Sa
Dar-es-Salaam, Tanganyika	LGA AO*	2.39	1.79	.15	Dly
"	BOS AO*	2.36	1.77	.15	Su,Th
"	LGA BO	2.39	1.79	.20	Su,M,T,Th,F
"	IDL AF	2.37	1.77	.20	Su,T,F
"	BOS AF	2.34	1.75	.20	....
Darwin, Australia	LGA BO	3.28	2.46	.20	Su,M,T,Th,F
David, Panama	MIA P	.45	.33	.15	Dly
"	MSY P	.47	.37	.15	Dly
"	HOU P	.50	.39	.15	Dly
"	BRO P	.50	.39	.15	Dly
"	CRP P	.50	.39	.15	Dly
"	NLD P	.61	.44	.15	Dly
"	LAX P	.77	.59	.15	Dly
Deauville, France	IDL S	1 22	.88	....	M,Th,Sa
Delhi, India	LGA AO*	2.35	1.79	.15	Dly
"	BOS AO*	2.36	1.77	.15	Su,Th
"	LGA C*	2.18	1.81	.30	....
"	DCA C*	2.18	1.81	.30	....
"	LGA BO	2.39	1.79	.20	Su,M,T,Th,F
"	LGA P	2.20	1.79	.15	Su,T,W
"	BOS P	2.17	1.76	.15	....
"	LAX P	2.45	2.50	.15	....
"	SFO P	2.45	2.50	.15	....
"	PDX P	2.45	2.50	.15	....
"	SEC P	2.45	2.50	.15	....
"	IDL K	2.30	1.83	.15	Th
Dhahran, Saudi Arabia	LGA SI	2.45	1.65	.25	Frequently
"	LGA TR	2.22	1.42	.15	....
"	HFD TR	2.22	1.42	.15	....
"	LGA C*	1.89	1.41	.30	....
"	DCA C*	1.89	1.41	.30	....
"	LGA AO*	2.09	1.55	.35	Dly
"	DCA AO*	2.11	1.58	.35	F
"	BOS AO*	2.06	1.53	.35	Dly
"	LGA TW	2.07	1.55	.15	Su,W,F,Sa
"	LAX W*	3.80	2.78	....	....
"	PDX W*	3.80	2.78	....	....
"	SEC W*	3.80	2.78	....	....
"	IDL S*	1.91	1.43	....	M,Th,Sa
Douala, Fr. W. Africa	IDL AF	2.21	1.66	.20	Weekly
"	BOS AF	2.18	1.64	.20	....
Dublin, Eire	LGA AO*	.96	.72	.15	Dly
"	BOS AO*	.93	.70	.15	Dly
"	LGA TR	.73	.63	.10	....
"	HFD TR	.73	.63	.10	....
"	IDL AF	1.28	.95	.20	....
"	BOS AF	1.25	.93	.20	....
"	IDL K	1.34	1.00	.15	Th,Sa
Durban, So. Afr.	LGA BO	2.47	1.85	.20	Su,M,T,Th,F
Dusseldorf, Germany	IDL SS	1.25	.94	.20	Su,M,W,F,Sa
"	LGA BO	1.17	.88	.20	Su,M,T,Th,F
East London, U. of So. Africa	LGA BO	2.62	1.97	.20	....
Edmonton, Alberta, Canada	LGA T*	8.80	.31	.10	Dly
Eindhoven, Netherlands	LGA AO*	1.17	.86	.15	M,W,Sa
"	BOS AO*	1.16	.86	.15	M
Elisabethville, Belgian Congo	LGA AO*	2.48	1.86	.15	Dly
"	BOS AO*	2.45	1.84	.15	Su,Th
"	IDL S	2.23	1.67	....	M,Th,Sa,
Enschede, Netherlands	LGA AO*	1.17	.86	.15	M,W,Sa
"	BOS AO	1.16	.88	.15	M
Entebbe, British Uganda	IDL S	2.23	1.67	....	M,Th,Sa

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Esmeraldas, Ecuador	MIA P	.78	.58	.10	Sa
"	MSY P	.86	.66	.15	Su
"	HOU P	.89	.68	.15	Sa
"	BRO P	.89	.68	.15	Sa
"	CRP P	.89	.68	.15	Sa
"	NLD P	1.12	....	.15	Sa
"	LAX P	1.22	.92	.15	Sa
Fairbanks, Alaska	SEC P	.40	.15	.15	Dly
"	OAK TR	.58	.35½	.15	....
Florianopolis, Brazil	LGA P	1.70	....	.05	Dly except Th
"	MIA P	1.48	....	.05	Dly except Th
"	MSY P	1.64	....	.15	Dly except Th
"	HOU P	1.87	....	.15	Dly except W
"	BRO P	1.79	....	.15	Dly except W
"	CRP P	1.82	....	.15	Dly except W
"	NLD P	1.81	....	.15	Dly except W
"	LAX P	2.08	....	.15	Dly except W
Fort Archambault, F. E. I.	IDL AF	2.57	1.93	....	....
"	BOS AF	2.54	1.91	....	....
Fort de France, Martinique	IDL AF	3.05	.29	.20	....
Fort Trinquiet, Fr. W. Africa	BOS AF	3.02	2.27	.20	....
Fort William, Ontario, Can.	LGA T*	4.30	14.30	.10	Dly
Fort Taleza (Ceara), Brazil	LGA P	1.39	....	.15	Dly except F
"	MIA P	1.23	....	.15	Dly except F
"	MSY P	1.44	....	.15	Dly except F
"	HOU P	1.59	....	.15	Dly except Th
"	BRO P	1.51	....	.15	Dly except Th
"	CRP P	1.54	....	.15	Dly except Th
"	NLD P	1.52	....	.15	Dly except Th
"	LAX P	1.72	....	.15	Dly except Th
Frankfort-on-Main, Germany	LGA P	1.20	.87	.15	Dly
"	BOS P	1.17	.85	.15	Dly except Sa
"	LGA AO	1.20	.87	.15	Dly
"	BOS AO	1.17	.85	.15	M,T,Sa
"	DCA AO	1.22	.90	.15	F
"	PHL AO	1.21	.89	.15	F
"	LGA TR	.92	.77	.12½	....
"	HFD TR	.92	.77	.12½	....
"	IDL SW	.97	.78	.20	....
"	LGA BO	1.21	.89	.20	Su,M,T,Th,F
"	IDL SS	1.25	.94	.20	Su,M,W,F,Sa
"	IDL S	1.21	.89	....	M,Th,Sa
Freetown, Sierre Leone	IDL AF	1.95	1.46	....	....
"	BOS AF	1.92	1.44	....	....
Gander,'N. F.	LGA P	.38	.29	.15	Dly
"	BOS P	.35	.26	.15	Dly except Sa
"	LGA AO	.38	.28	.15	Dly
"	BOS AO	.35	.26	.15	M,T,W,F,Sa
"	DCA AO	.40	.30	.15	F
"	PHL AO	.39	.29	.15	F
"	IDL AF	.38	.28	.20	Dly
"	BOS AF	.35	.26	.20	....
"	IDL K	.38	.29	.15	Dly except Su
"	LGA TW	.38	.29	.10	Dly
"	DCA TW	.40	.31	.10	M,Sa
"	PHL TW	.39	.30	.10	M,Sa
"	BOS TW	.35	.26	.10	M,Tu,Th,F
"	YIP TW	.42	.33	.10	Tu,Sa
"	CHI TW	.44	.35	.10	Tu,Sa
"	BOS T*	4.41	.1405	.10	Dly
"	LGA BO	.38	.29	.10	Su,M,T,Th,F
"	IDL SR	.38	.29	....	Su,W
Gao, Fr. W. Africa	IDL AF	2.18	1.64	.20	Th
"	BOS AF	2.15	1.62	.20	....
Geneva, Switzerland	LGA AO*	1.19	.88	.15	Dly
"	BOS AO*	1.16	.86	.15	Su,Th
"	IDL S	1.21	.91	....	M,Th,Sa
"	LGA TR	.92	.77	.12½	....
"	HFD TR	.92	.77	.12½	....
"	IDL SW	.99	.79	.20	....
"	LGA BO	1.21	.91	.20	Su,M,T,Th,F
"	LGA C*	1.17	.88	.30	....
"	DCA C*	1.17	.88	.30	....
"	IDL SS	1.57	1.18	.20	Su,M,W,F,Sa
"	IDL AF	1.19	.88	.20	Dly
"	BOS AF	1.18	.86	.20	Dly
"	IDL K	1.19	.88	.15	M,W,Th,Sa
"	LGA TW	1.21	.91	.15	Dly except Tu
"	DCA TW	1.23	.93	.15	M,Sa
"	PHL TW	1.22	.92	.15	M,Sa
"	YIP TW	1.25	.95	.15	Tu
"	CHI TW	1.27	.97	.15	Tu
"	EWR TC	.90	.70	.25	....
"	IDL SR	1.21	.91	....	Su,W
Georgetown, British Guiana	LGA P	.69	.55	.15	M,Th
"	MIA P	.66	.47	.15	M,Th
"	MSY P	1.08	.71	.15	M,Th
"	HOU P	1.17	.76	.15	Su,W
"	BRO P	1.09	.72	.15	Su,W
"	NLD P	1.24	....	.15	Su,W
"	CRP P	1.13	.74	.15	Su,W
"	LAX P	1.46	....	.15	Su,W
Gibraltar, Gibraltar	LGA AO*	1.46	1.15	.15	Dly
"	BOS AO*	1.43	1.13	.15	Su,Th
"	LGA BO	1.46	1.10	.20	Su,M,T,Th,F

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Glasgow, Scotland	LGA AO	.93	.70	.15	M,W,Sa
"	BOS AO	.93	.70	.15	M
"	LGA TR	.78	.68	....	....
"	HFD TR	.78	.68	.10	....
"	LGA C*	.96	.96	.30	....
"	DCA C*	.96	.72	.30	....
"	LGA BO	.96	.72	.20	Su,M,T,Th,F
"	IDL SS	.96	.72	.20	Dly
"	IDL AF	1.21	.91	.20	....
"	BOS AF	1.18	.89	.20	....
"	IDL K	.96	.72	.15	Dly except Su
"	EWR TC	.90	.70	....	Frequently
Gothenburg, Sweden	LGA AO*	1.28	.91	.15	M,F
"	IDL SS	1.25	.94	.20	Dly
"	IDL K	1.23	.86	.15	M,W,F
"	IDL AF	1.23	.89	.20	....
"	BOS AF	1.20	.87	.20	....
Groningen, Netherlands	LGA AO*	1.17	.86	.15	M,W,Sa
"	BOS AO*	1.16	.86	.15	M
Guadalajara, Mex.	HOU P	.45	....	.15	Dly
"	BRO P	.37	....	.15	Dly
"	CRP P	.40	....	.15	Dly
"	LAX P	....	.30	.15	Dly
Guam	LAX P	2.00	1.50	.15	M,Th,F
"	SFO P	2.00	1.50	.15	Sa,T,Th,F
"	PDX P	2.00	1.50	.15	Su,W
"	SEC P	2.00	1.50	.15	Su,W
"	OAK TR	1.60	1.17	.07½	....
Guantanamo, Cuba	MIA P	.20	.15	.15	Twice Dly
Guatemala City, Guatemala	MIA P	.30	.29	.15	Dly
"	MSY P	.36	.26	.15	Dly
"	HOU P	.45	.33	.15	Twice Dly
"	BRO P	.37	.28	.15	Dly
"	CRP P	.41	.30	.15	Dly
"	NLD P	.41	.30	.15	Dly
"	LAX P	.53	.42	.15	Dly
"	MSY TA	.36	.26	....	M,T,W,Th,F
"	MEX TA	.17	.12	....	T,Th,Sa
Guayaquil, Ecuador	MIA P	.76	.67	.15	Dly
"	LGA P	.87	.68	.15	Dly
"	MSY P	.84	.65	.15	Dly
"	HOU P	.87	.67	.15	Dly
"	BRO P	.87	.67	.15	Dly
"	CRP P	.87	.67	.15	Dly
"	NLD P	1.10	....	.15	Dly
"	LAX P	1.20	.91	.15	Dly
"	BRO B	.88	.68	.20	Su,T,Th
"	CHI B	.90	.70	.20	Su,T,Th
"	CRP B	.87	.67	.20	Su,T,Th
"	DAL B	.88	.68	.20	Su,T,Th
"	YIP B	.88	.69	.20	Su,T,Th
"	FTW B	.88	.68	.20	Su,T,Th
"	HOU B	.87	.67	.20	Su,T,Th
"	IND B	.87	.68	.20	Su,T,Th
"	LRD B	.88	.68	.20	Su,T,Th
"	MSY B	.84	.65	.15	Su,T,Th
"	SAT B	.87	.67	.20	Su,T,Th
"	HAV B	.71	.63	.10	Su,T,Th
Haifa, Israel	IDL AF	1.62	1.12	.20	Twice Wkly
"	BOS AF	1.59	1.10	.20	Twice Wkly
"	EWR TC	1.75	.85	....	Frequently
"	IDL S*	1.62	1.12	....	M,Th,Sa
"	LGA BO	1.74	1.30	.20	Su,M,T,Th,F
Halifax, N. S.	BOS T*	2.64	0755	.10	Dly
Hamburg, Germany	LGA AO*	1.23	.89	.15	Dly
"	BOS AO*	1.20	.87	.15	Su,Th
"	IDL S	1.23	.92	....	M,Th,Sa
"	LGA TR	.94	.84	.12½	....
"	HFD TR	.94	.84	.12½	....
"	LGA C*	1.21	.89	.30	....
"	DCA C*	1.21	.89	.30	....
"	LGA BO	1.23	.92	.20	Su,M,T,Th,F
"	IDL SS	1.25	.94	.20	Su,M,W,F,Sa
"	IDL K	1.23	.89	.15	M,W,F
Hamilton, Bermuda	LGA P	.25	.19	.15	Dly
"	LGA BO	.20	.10	....	Su,M,T,Th,F
Hankow, China	CHI NW*	2.80	2.14	.15	Four Wkly
"	CLE NW*	2.83	2.16	.15	Four Wkly
"	YIP NW*	2.82	2.15	.15	Four Wkly
"	LAX NW*	2.64	2.02	.15	Four Wkly
"	MKE NW*	2.80	2.14	.15	Four Wkly
"	MPS NW*	2.78	2.12	.15	Four Wkly
"	LGA NW*	2.87	2.19	.15	Four Wkly
"	SFO NW*	2.64	2.02	.15	Four Wkly
"	PIT NW*	2.84	2.17	.15	Four Wkly
"	PDX NW*	2.64	2.02	.15	Four Wkly
"	SEC NW*	2.64	2.02	.15	Four Wkly
"	DCA NW*	2.85	2.17	.15	Four Wkly
Hargeisa, Br. Somaliland	LGA AO*	2.23	1.67	.15	Dly
"	BOS AO*	2.20	1.65	.15	Su,Th
"	LGA BO	2.23	1.67	.20	Su,M,T,Th,F
Harnosand, Sweden	IDL SS	1.36	1.02	....	Dly
Havana, Cuba	MIA P	.08	.06	.15	Several Dly
"	CHI CS	.20	.18	.15	Dly
"	YIP CS	.20	.18	.15	Dly
"	HOU CS	.18	.16	.15	Dly
"	MSY CS	.15	.12	.15	Dly
"	STL CS	.19	.17	.15	Dly
"	IND CS	.19	.17	.15	Dly
"	BUJ CS	.18	.16	.15	Dly
"	ELD CS	.19	.17	.15	Dly
"	SVV CS	.18	.16	.15	Dly
"	FWA CS	.20	.18	.15	Dly

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Havana (Cont.)	GRW CS	.17	.15	.15	Dly
"	HOT CS	.22	.20	.15	Dly
"	JAN CS	.17	.15	.15	Dly
"	LIT CS	.20	.18	.15	Dly
"	MEM CS	.17	.15	.15	Dly
"	PUK CS	.18	.16	.15	Dly
"	PIA CS	.20	.18	.15	Dly
"	SHV CS	.19	.17	.15	Dly
"	HUF CS	.20	.18	.15	Dly
"	TOL CS	.20	.18	.15	Dly
"	MKC CS	.21	.19	.15	Dly
"	SGF CS	.20	.18	.15	Dly
"	MIA K	.08	.06	.15	T,Su,Th,Sa
"	MIA EA	.08	.06	.15	Dly
"	LGA EA	.14½	.14½	.15	Dly
"	MSY N	.15	.13	.10	Dly
"	MIA N	.08	.06	.10	Dly
"	TPA N	.09	.07½	.10	Dly
"	DCA N	.18	.16	.10	Dly
"	IDL N	.19	.17	.10	Dly
"	BRO B	.21	.19	.10	Su,T,Th
"	CHI B	.26	.24	.10	Su,T,Th
"	CRP B	.20	.18	.10	Su,T,Th
"	DAL B	.20	.18	.10	Su,T,Th
"	FTW B	.21	.19	.10	Su,T,Th
"	HOU B	.18	.16	.10	Su,T,Th
"	LRD B	.22	.20	.10	Su,T,Th
"	SAT B	.20	.18	.10	Su,T,Th
Helsinki, Finland	LGA AO	1 42	.97	.15	M,W,F
"	BOS AO	1 39	.94	.15	W,F
"	IDL SS	1 41	1 06	.20	Dly
Hermosillo, Mexico	LAX F		.24	....	.15	Dly
Holguin, Cuba	MIA F		.15	.11	.15	Dly
Homer, Alaska	SEC P		.60	.23	.15	.....
Hong Kong, Br. Crn. Col.	LGA P	2 59	2 13	.15	Su,T,W,Sa
"	BOS P	2 56	2 10	.15	Su,T,W
"	PDX P	2 50	1 88	.15	W
"	SEC P	2 50	1 88	.15	W
"	LAX P	2 50	1 88	.15	Su,Th,Sa
"	SFO P	2 50	1 88	.15	Su,T,F
"	SFO PH	2 80	1 83	.15	W,Sa
"	HJR PH	3 00	1 50	.15	W,Sa
"	LGA PH	2 73	2 05	.15	T,F
"	CHI PH*	2 66	2 00	.15	T,F
"	CLE PH*	2 69	2 09	.15	T,F
"	YIP PH*	2 68	2 02	.15	T,F
"	PIT PH*	2 70	2 03	.15	T,F
"	LAX PH*	2 80	1 88	.15	T,F
"	PDX PH*	2 80	1 88	.15	T,F
"	SEC PH*	2 80	1 88	.15	T,F
"	LGA BO	2 84	2 13	.20	Su,M,T,Th,F
"	IDL AF	2 59	2 13	.20	.....
"	BOS AF	2 56	2 10	.20	.....
"	CHI NW*	2 66	2 00	.15	Four Wkly
"	CLE NW*	2 69	2 02	.15	Four Wkly
"	YIP NW*	2 68	2 01	.15	Four Wkly
"	LAX NW*	2 80	1 88	.15	Four Wkly
"	MKE NW*	2 66	2 00	.15	Four Wkly
"	MPS NW*	2 64	1 98	.15	Four Wkly
"	LGA NW*	2 73	2 05	.15	Four Wkly
"	PIT NW*	2 70	2 03	.15	Four Wkly
"	PDX NW*	2 80	1 88	.15	Four Wkly
"	SFO NW*	2 80	1 88	.15	Four Wkly
"	SEC NW*	2 80	1 88	.15	Four Wkly
"	DCA NW*	2 71	2 03	.15	Four Wkly
"	LAX W*	2 80	1 80	.20	.....
"	PDX W*	2 80	1 80	.20	.....
"	SEC W*	2 80	1 80	.20	.....
"	EWR TC	2 40	2 30	....	Frequently
"	OAK TR	1 89	1 51	.30	.....
Honolulu, T. H.	LAX P		.71	.57	.15	Dly
"	SFO P		.71	.57	.15	Dly
"	PDX P		.71	.57	.15	Su,W
"	SEC P		.71	.57	.15	Su,W
"	LAX U		.71	.57	.10	Dly
"	SFO U		.71	.57	.10	Dly
"	CHI NW		.88	.711	.15	Thrice Wkly
"	CLE NW		.90	.735	.15	Thrice Wkly
"	YIP NW		.89	.729	.15	Thrice Wkly
"	MKE NW		.88	.711	.15	Thrice Wkly
"	MPS NW		.94	.684	.15	Thrice Wkly
"	LGA NW		.94	.763	.15	Thrice Wkly
"	PIT NW		.91	.742	.15	Thrice Wkly
"	PDX NW		.71	.57	.15	Thrice Wkly
"	SEC NW		.71	.57	.15	Thrice Wkly
"	GEO NW		.74	.60	.15	Thrice Wkly
"	DCA NW		.93	.757	.15	Thrice Wkly
"	VR BC		.82	.67	.15	Su, Alt. Th&F
"	OAK TR		.64	.51	.07½	.....
Iguassu Falls, Brazil	LGA P		1.75	....	.15	F
"	MIA P		1 51	....	.15	F
"	MSY P		1 69	....	.15	F
"	HOU P		1 92	....	.15	Th
"	BRO P		1 84	....	.15	Th
"	CRP P		1 87	....	.15	Th
"	NLD P		.86	....	.15	Th
"	LAX P		2 14	....	.15	Th
Ilorin, Nigeria	LGA BO		2.13	1 60	.20	Su,M,T,Th,F
Inongo, Belgian Congo	IDL SS		2 14	1 62	....	M,Th,Sa
Ipiales, Colombia	MIA P		.72	.49	.15	Dly
"	LGA P		.83	.60	.15	Su,Th
"	MSY P		1 12	....	.15	Dly
"	HOU P		1 23	....	.15	Dly
"	BRO P		1 15	....	.15	Dly
"	CRP P		1 18	....	.15	Dly
"	NLD P		1 17	....	.15	Dly
"	LAX P		1 42	....	.15	Dly
Irumo, Belgian Congo	IDL S		2 23	1 67	....	M,Th,Sa
Istanbul, Turkey	IDL K		1 62	1 12	.15	F
"	LGA P		1 62	1 12	.15	T,W,Th,Sa
"	BOS P		1 59	1 10	.15	T,Th
"	BOS AF		1 59	1 10	.20	.....
"	IDL AF		1 62	1 12	.20	.....
"	IDL SS		1 73	1 30	.20	Dly
"	LGA AO*		1 62	1 12	.15	Dly
"	BOS AO*		1 59	1 10	.15	Su,Th
"	LGA C*		1 60	1 10	.30	.....
"	DCA C*		1 60	1 10	.30	.....
"	LGA BO		1 73	1 30	.20	Su,M,T,Th,F*
"	EWR TC		1 60	1 10	....	Frequently
"	IDL S*		1 62	1 12	....	M,Th,Sa
"	IDL SR		1 73	1 30	....	Su,W
Ixtepec, Mexico	MIA F		.68	....	.15	Dly
"	MSY P		.64	....	.15	Dly
"	HOU P		.44	....	.10	Dly
"	BRO P		.35	....	.15	Dly
"	CRP P		.39	....	.15	Dly
"	LAX P		.81	....	.15	Dly
Jeddah, Saudi Arabia	LGA BO		2.00	1.50	.20	Su,M,T,Th,F
Jersey, Channel Is., U.K.	LGA AO*		1 12	.85	.15	Dly
	BOS AO*		1 80	1 42	.15	Su,Th
Jerusalem, Palestine	LGA TW		1 74	1 30	.15	.....
"	LGA TW		1 76	1 32	.15	.....
"	DCA TW		1 80	1 36	.15	.....
"	CHI TW		1 80	1 36	.15	.....
"	YIP TW		1 73	1 34	.15	.....
"	BOS TW		1 71	1 27	.15	.....
"	PHL TW		1 75	1 31	.15	.....
"	IDL SA		1 62	1 12	....	Su
Jibuti, Fr. Somaliland	LGA BO		2.18	1 64	.20	Su,M,T,Th,F
Joao Pessoa (Cabadello)	LGA P		1 47	....	.15	Su,Th,Sa
"	MIA P		1 25	....	.15	Su,Th,Sa
"	MSY P		1 49	....	.15	Su,Th,Sa
"	HOU P		1 63	....	.15	W,F,Sa
"	BRO P		1 55	....	.15	W,F,Sa
"	CRP P		1 58	....	.15	W,F,Sa
"	NLD P		1 56	....	.15	W,F,Sa
"	LAX P		1 82	....	.15	W,F,Sa
Johannesburg, U. of So. Africa	IDL K		2 50	1 88	.15	T,F,Sa
"	LGA P		2.50	1.88	.20	M,Th
"	BOS P		2 47	1 86	.20	Su,W
"	LGA BO		2 23	1 67	.20	Su,M,T,Th,F
"	LGA AO*		2 63	2 03	.15	M,W,Sa
"	BOS AO*		2 71	2.01	.15	M
"	IDL S		2 23	1 67	....	M,Th,Sa
"	LGA C*		2.48	1.86	.30	.....
"	DCA C*		2.48	1.88	.30	.....
"	IDL AF		2 50	1 88	....	.....
"	BOS AF		2 47	1 86	....	.....
Jos, Nigeria	LGA BO		2 08	1 56	.20	Su,M,T,Th,F
Juba, Anglo-Egyptian Sudan	IDL S*		2 21	1 65	....	M,Th,Sa
Juneau, Alaska	SEC P		.30	.13	.15	Dly
"	OAK TR		.41	.24½	.15	.....
Kabalo, Belgian Congo	IDL S*		2 23	1 67	....	M,Th,Sa
Kaduna, Nigeria	LGA BO		2 04	1 53	.20	Su,M,T,Th,F
Kamaran Isl., Eritrea	LGA AO*		2 14	1.60	.15	Dly
"	BOS AO*		2 11	1 58	.15	Su,Th
"	LGA BO		2 15	1 61	.20	Su,M,T,Th,F
Kampala, Uganda	LGA BO		2.23	1 67	.20	Su,M,T,Th,F
Kano, Nigeria, B.W.A.	LGA AO*		1 99	1 49	.15	M,W,Sa
"	BOS AO*		1 98	1 47	.15	M
"	LGA BO		2 00	1 50	.20	Su,T,Th
"	IDL AF		1.81	1.36	.20	Thrice Wkly
"	BOS AF		1.78	1.34	.20	Thrice Wkly
"	IDL K		1 81	1.36	.15	T,F,Sa
Karachi, Pakistan	LGA P		2 13	1 60	.15	Su,T,W,Sa
"	BOS P		2 10	1 58	.15	Su,T,W
"	PDX P		3 57	2 68	.15	W
"	SEC P		3 57	2 68	.15	W
"	LAX P		3 57	2 68	.15	M,Th,Sa
"	SFO P		3 57	2 68	.15	Su,T,F
"	LGA AO*		2 37	1 70	.15	Dly
"	BOS AO*		2 24	1 68	.15	Su,Th
"	LGA TR		2.04	1.50	.30	.....
"	HFD TR		2 04	1.50	.30	.....
"	IDL K		2 13	1 60	.15	Dly except Su
"	LGA C*		2 11	1 58	.30	.....
"	DCA C*		2 00	1 50	.30	.....
"	LGA BO		2 28	1 70	.20	Su,M,T,Th,F
"	IDL AF		2.13	1.60	.20	.....
"	BOS AF		2 10	1 58	.20	.....
"	LAX W*		3.60	2.63	....	.....
"	PDX W*		3 60	2 63	....	.....
"	SEC W*		3 60	2 63	....	.....
"	EWR TC		2 00	1 50	.25	.....
"	IDL S*		2 13	1 60	....	M,Th,Sa
Ketchikan, Alaska	SEC P		.22	.09	.15	Dly
Khartoum, Anglo-Egypt, Sudan	LGA AO*		2.04	1.53	.15	Dly
"	BOS AO*		2 01	1.51	.15	Su,Th
"	LGA BO		2 05	1 54	.20	Su,M,T,Th,F
"	IDL AF		1 90	1 43	....	Thrice Wkly
"	BOS AF		1 87	1 40	....	.....
Kimberley, So. Afr.	LGA BO		2 43	1 82	.20	Su,M,T,Th,F
Kindu, Belg. Congo	IDL S		2 23	1 67	....	M,Th,Sa
Kingston, Jamaica	MIA P		.20	.15	.15	Dly
"	MIA K		.20	.15	.15	T,Th,Sa
"	BUJ CS		.30	.25	.15	T,Th,Sa
"	CHI CS		.32	.27	.15	T,Th,Sa
"	YIP CS		.32	.27	.15	T,Th,Sa
"	ELD CS		.31	.26	.15	T,Th,Sa
"	EVV CS		.30	.25	.15	T,Th,Sa
"	FWA CS		.32	.27	.15	T,Th,Sa
"	GRW CS		.29	.24	.15	T,Th,Sa
"	HOT CS		.33	.28	.15	T,Th,Sa
"	HOU CS		.30	.25	.15	T,Th,Sa
"	IND CS		.31	.26	.15	T,Th,Sa
"	JAN CS		.29	.24	.15	T,Th,Sa
"	LIT CS		.31	.26	.15	T,Th,Sa
"	MEM CS		.29	.24	.15	T,Th,Sa
"	MSY CS		.28	.23	.15	T,Th,Sa
"	PUK CS		.30	.25	.15	T,Th,Sa
"	PIA CS		.32	.27	.15	T,Th,Sa
"	STL CS		.31	.26	.15	T,Th,Sa
"	SHV CS		.31	.26	.15	T,Th,Sa
"	HUF CS		.32	.27	.15	T,Th,Sa
"	TOL CS		.32	.27	.15	T,Th,Sa
"	MKC CS		.33	.28	.15	T,Th,Sa
"	SGF CS		.32	.27	.15	T,Th,Sa
"	EWR TC		.25	.22	....	Frequently
Kisumu, Kenya, B.E.A.	LGA AO*		2.28	1.71	.15	Dly
"	BOS AO*		2 25	1 69	.15	Su,Th
Konice, Czech.	LGA AO*		1 46	1 13	.15	M,W,Sa
"	BOS AO*		1 45	1 11	.15	M
Koweit, Koweit	LGA BO		2 03	1 52	.20	Su,M,T,Th,F
Kristiansand, Norway	IDL SS		1 25	.94	....	T,W,Th,Sa
"	IDL K		1.19	.83	.15	Dly except Su
"	IDL S		1.15	.84	....	Th
Kunming, China	CHI NW*		3.01	2.35	.15	Four Wkly
"	CLE NW*		3.04	2.37	.15	Four Wkly
"	YIP NW*		3.03	2.36	.15	Four Wkly
"	LAX NW*		2.85	2.23	.15	Four Wkly
"	MKE NW*		3.01	2.35	.15	Four Wkly
"	MPS NW*		2.99	2.33	.15	Four Wkly
"	LGA NW*		3.08	2.40	.15	Four Wkly
"	PIT NW*		3.05	2.38	.15	Four Wkly
"	PDX NW*		2.85	2.23	.15	Four Wkly
"	SFO NW*		2.85	2.22	.15	Four Wkly
"	SEC NW*		2.85	2.23	.15	Four Wkly
"	DCA NW*		3.06	2.38	.15	Four Wkly
La Ceiba, Honduras	MSY TA		.46	.35	....	M,W,F
"	MEX TA		.26	.20	....	T,Th,Sa
Lagos, Nigeria	BOS AO*		2.01	1.50	.15	T,Sa
"	LGA AO*		2 04	1 52	.15	Dly
"	LGA BO		2 04	1 53	.20	Dly except W
"	IDL AF		1.84	1.38	.20	Twice Wkly
"	BOS AF		1.81	1.36	.20	.....
La Guaira, Venezuela	LGA P		.66	.54	.15	Dly
"	MIA P		.47	.34	.15	Dly
"	MSY P		.89	.61	.15	Dly
"	HOU P		.98	.68	.15	Dly
"	BRO P		.90	.10	.15	Dly
"	NLD P		1.11	....	.15	Dly
"	CRP P		.93	.63	.15	Dly
"	LAX P		1.30	....	.15	Dly
"	MIA K		.47	.34	.15	Su,T,Th,Sa
"	LGA C*		.64	.52	.30	.....
"	DCA C*		.64	.52	.30	.....
"	BUJ CS		.57	.44	.15	T,Th,Sa
"	CHI CS		.59	.46	.15	T,Th,Sa
"	YIP CS		.59	.46	.15	T,Th,Sa
"	ELD CS		.58	.45	.15	T,Th,Sa
"	EVV CS		.57	.44	.15	T,Th,Sa
"	FWA CS		.59	.46	.15	T,Th,Sa
"	GRW CS		.56	.43	.15	T,Th,Sa
"	HOT CS		.60	.47	.15	T,Th,Sa
"	HOU CS		.57	.44	.15	T,Th,Sa
"	IND CS		.58	.45	.15	T,Th,Sa
"	JAN CS		.56	.43	.15	T,Th,Sa
"	LIT CS		.58	.45	.15	T,Th,Sa
"	MEM CS		.56	.43	.15	T,Th,Sa
"	MSY CS		.53	.43	.15	T,Th,Sa
"	PUK CS		.57	.44	.15	T,Th,Sa
"	PIA CS		.59	.46	.15	T,Th,Sa
"	STL CS		.58	.45	.15	T,Th,Sa
"	SHV CS		.58	.45	.15	T,Th,Sa
"	HUF CS		.59	.46	.15	T,Th,Sa
"	TOL CS		.59	.46	.15	T,Th,Sa
"	MKC CS		.60	.47	.15	T,Th,Sa
"	SGF CS		.59	.46	.15	T,Th,Sa
"	EWR TC		.45	.35	.25	.....

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Lanchow, China	CHI NW*	2.96	2.30	.15	Four Wkly
"	CLE NW*	2.99	2.32	.15	Four Wkly
"	YIP NW*	2.98	2.31	.15	Four Wkly
"	LAX NW*	2.80	2.18	.15	Four Wkly
"	MKE NW*	2.96	2.30	.15	Four Wkly
"	MPS NW*	2.64	2.28	.15	Four Wkly
"	LGA NW*	2.03	2.35	.15	Four Wkly
"	PIT NW*	3.00	2.33	.15	Four Wkly
"	PDX NW*	2.80	2.18	.15	Four Wkly
"	SFO NW*	2.80	2.18	.15	Four Wkly
"	SEC NW*	2.80	2.18	.15	Four Wkly
"	DCA NW*	3.01	2.33	.15	Four Wkly
La Paz, Bolivia	MIA P	1.15	.83	.15	Dly except T
"	MSY P	1.31	.98	.15	Dly except T
"	HOU P	1.36	1.02	.15	Dly except M
"	BRO P	1.32	.99	.15	Dly except M
"	CRP P	1.35	1.01	.15	Dly except M
"	NLD P	1.30	....	.15	Dly except M
"	LAX P	1.49	1.12	.15	Dly except M
"	EWR TC	1.43	1.34	....	Frequently
"	DAL B	1.26	.88	.20	Su,Th
"	HOU B	1.25	.87	.20	Su,Th
Leopoldville, Belgian Congo	LGA P	2.25	1.89	.15	M,Th
"	BOS P	2.22	1.67	.15	Su,W
"	LGA AO*	2.22	1.75	.15	M,W,Sa
"	BOS AO*	2.35	1.73	.15	M
"	IDL S	2.01	1.52	....	M,Th,Sa
"	IDL AF	2.25	1.69	.20	Thrice Wkly
"	BOS AF	2.22	1.67	.20	Thrice Wkly
Lethbridge, Alb., Can.	LGA T*	8.50	.31	....	Dly
"	CTB W	.04	....	.10	Dly
Libenge, Belgian Congo	IDL S	2.23	1.67	....	M,Th,Sa
Libreville, Fr. Eq. Af.	IDL AF	2.15	1.61	.20	.....
"	BOS AF	2.12	1.59	.20	.....
Liege, Belgium	IDL S	1.14	.84	....	M,Th,Sa
Lima, Peru	MIA P	.99	.74	.15	Dly
"	MSY P	1.07	.82	.15	Dly
"	HOU P	1.10	.84	.15	Dly
"	BRO P	1.10	.84	.15	Dly
"	CRP P	1.10	.84	.15	Dly
"	NLD P	1.24	....	.15	Dly
"	LAX P	1.39	1.04	.15	Dly
"	HOU B	1.10	.84	.20	Su,T,Th
"	IND B	1.10	.85	.20	Su,T,Th
"	LRD B	1.11	.85	.20	Su,T,Th
"	MSY B	1.07	.82	.20	Su,T,Th
"	SAT B	1.10	.84	.20	Su,T,Th
"	BRO B	1.11	.85	.20	Su,T,Th
"	CHI B	1.13	.87	.20	Su,T,Th
"	CRP B	1.10	.84	.20	Su,T,Th
"	DAL B	1.11	.85	.20	Su,T,Th
"	FTW B	1.11	.85	.20	Su,T,Th
"	HAV B	.98	.73	.10	Su,T,Th
"	EWR TC	1.39	1.00	....	Frequently
Linala, Belgian Congo	IDL S	2.23	1.67	....	M,Th,Sa
Lisbon, Portugal	LGA P	1.01	.76	.15	Dly except Th
"	BOS P	.98	.74	.15	Dly except Th
"	LGA AO*	1.41	1.11	.15	Dly
"	BOS AO*	1.38	1.09	.15	Su,Th
"	IDL S	1.40	1.05	....	M,Th,Sa
"	LGA TR	1.15	.70	.10	.....
"	HFD TR	1.15	.70	.10	.....
"	LGA C*	.99	.76	.30	.....
"	DCA C*	.99	.76	.30	.....
"	LGA BO	1.05	.79	.20	Su,T,Th
"	IDL AF	1.09	.82	.20	Twice Wkly
"	BOS AF	1.06	.80	.20	.....
"	LGA TW	1.01	.76	.15	Dly
"	BOS TW	.98	.74	.15	Tu,F
"	YIP TW	1.05	.81	.15	.....
"	CHI TW	1.07	.83	.15	.....
"	IDL K	1.41	1.06	.15	W,Sa
"	EWR TC	1.00	.75	.25	.....
Liverpool, England	LGA AO*	1.02	.78	.15	Dly
"	BOS AO*	.99	.76	.15	Su,T,Th,F,Sa
Loanda, Belgian Congo	IDL S	2.17	1.67	....	M,Th,Sa
Loja, Ecuador	MIA P	.82	.61	.15	T
"	MSY P	.90	.69	.15	T
"	HOU P	.93	.71	.15	M
"	BRO P	.93	.71	.15	M
"	CRP P	.93	.71	.15	M
"	NLD P	1.15	....	.15	M
"	LAX P	1.26	.95	.15	Su
Lome, Fr. W. Africa	IDL AF	1.94	1.46	....	.....
"	BOS AF	1.91	1.43	....	.....
London, England	LGA P	1.03	.77	.15	Dly
"	BOS P	1.00	.75	.15	Dly except Sa
"	LGA AO	1.03	.77	.15	Dly
"	BOS AO	1.00	.75	.15	Su,Th
"	DCA AO	1.05	.80	.15	F
"	PHL AO	1.04	.79	.15	F
"	IDL S	1.12	.82	....	M,Th,Sa
"	LGA TR	.70	.60	.10	.....
"	HFD TR	.70	.60	.10	.....
"	IDL SW	.87	.70	.20	.....
"	LGA C*	1.03	.77	.30	.....
"	DCA C*	1.03	.77	.30	.....
"	LGA BO	1.03	.77	.20	Su,M,T,Th,F
"	IDL SS	1.03	.77	.20	Dly
London (Cont.)	IDL AF	1.09	.82	.20	Dly
"	BOS AF	1.06	.80	.20	Dly
"	IDL K	1.15	.83	.15	Dly except Su
"	UL T	.97	.73	....	.....
"	QW T	.82	.62	....	.....
"	EWR TC	.70	.60	.25	.....
London, Ont., Canada	LGA T*	2.14	.0555	.10	Dly
Lulea, Sweden	IDL SS	1.41	1.06	.20	Dly
Luluabury, Belgian Congo	IDL S	2.23	1.67	....	M,Th,Sa
Lusaka, Northern Rhodesia	LGA BO	2.23	1.67	.20	.....
Luxembourg	IDL S	1.16	.86	....	M,Th,Sa
"	LGA C*	1.14	.84	.30	.....
"	DCA C*	1.14	.84	.30	.....
Luxor, Egypt	LGA AO*	1.90	1.42	.15	Dly
"	BOS AO*	1.87	1.40	.15	Sa,Th
"	LGA BO	1.90	1.43	.20	Su,M,T,Th,F
Lydda, Israel	LGA TR	1.98	1.27	.15	.....
"	HFD TR	1.98	1.27	.15	.....
"	EWR TC	1.50	1.10	.25	.....
"	IDL K	1.62	1.12	.15	.....
"	IDL S*	1.62	1.12	....	M,Th,Sa
Lyon, France	IDL AF	1.16	.87	.20	Dly
"	BOS AF	1.13	.85	.20	.....
"	LGA C*	1.20	.93	.30	.....
"	DCA C*	1.20	.93	.30	.....
"	LGA AO*	1.29	.98	.15	M,W,Sa
"	BOS AO*	1.28	.96	.15	M
Macejo, Brazil	LGA P	1.82	....	.15	Su,T,W,F
"	MIA P	1.26	....	.15	Su,T,W,F
"	MSY P	1.51	....	.15	Su,T,W,F
"	HOU P	1.64	....	.15	M,T,Th,Sa
"	BRO P	1.58	....	.15	M,T,Th,Sa
"	CRP P	1.59	....	.15	M,T,Th,Sa
"	NLD P	1.59	....	.15	M,T,Th,Sa
"	LAX P	1.86	....	.15	M,T,Th,Sa
Madrid, Spain	LGA AO*	1.34	1.05	.15	Dly
"	BOS AO*	1.31	1.03	.15	Su,Th
"	LGA TR	1.20	.93	.10	.....
"	HFD TR	1.20	.93	.10	.....
"	LGA C*	1.11	.81	.30	.....
"	DCA C*	1.11	.81	.30	.....
"	LGA BO	1.14	.88	.20	Su,M,T,Th,F
"	IDL AF	1.13	.83	.20	.....
"	BOS AF	1.10	.81	.20	.....
"	LGA TW	1.14	.86	.15	Dly
"	BOS TW	1.11	.83	.15	Tu,F
"	CHI TW	1.20	.92	.15	.....
"	YIP TW	1.18	.90	.15	.....
"	IDL K	1.34	1.01	.15	W,Sa
"	EWR TC	1.05	.75	.25	.....
"	IDL S	1.34	1.01	....	M,Th,Sa
Maganque, Colombia	MIA P	.52	.35	.15	Dly
"	LGA P	.63	.46	.15	Dly
"	MSY P	1.02	....	.15	Dly
"	HOU P	1.20	....	.15	Dly
"	BRO P	1.12	....	.15	Dly
"	CRP P	1.15	....	.15	Dly
"	NLD P	1.14	....	.15	Dly
"	LAX P	1.39	....	.15	Dly
Malmo, Sweden	IDL AF	1.26	.88	.20	Dly
"	BOS AF	1.23	.86	.20	Dly
"	LGA AO*	1.25	.88	.15	M,F
"	LGA TR	1.05	.90	.12½	.....
"	HFD TR	1.05	.90	.12½	.....
"	IDL SS	1.26	.95	.20	Su,M,W,F,Sa
Malta, Malta	LGA AO*	1.45	1.15	.15	Dly
"	BOS AO*	1.42	1.13	.15	Su,Th
"	LGA BO	1.45	1.09	.20	Su,M,T,Th,F
Managua, Nicaragua	MIA P	.51	.37	.15	Dly
"	MSY P	.47	.35	.15	Dly
"	HOU P	.47	.39	.15	Dly
"	BRO P	.47	.39	.15	Dly
"	CRP P	.47	.39	.15	Dly
"	NLD P	.51	.37	.15	Dly
"	LAX P	.66	.51	.15	Dly
"	LGA EA	.51	.44	.20	.....
"	MIA EA	.44½	.35½	.20	.....
"	HAV EA	.36½	.29½	.15	.....
"	MSY TA	.46	.34	....	M,T,W,Th,F
"	MEX TA	.29	.18	....	T,Th,Sa
Manaos, Brazil	LGA P	1.44	....	.15	Dly except Su
"	MIA P	1.24	....	.15	Dly except Su
"	MSY P	1.48	....	.15	Dly except Su
"	HOU P	1.62	....	.15	Dly except Sa
"	BRO P	1.55	....	.15	Dly except Sa
"	CRP P	1.57	....	.15	Dly except Sa
"	NLD P	1.55	....	.15	Dly except Sa
"	LAX P	1.79	....	.15	Dly except Sa
Manchester, England	LGA AO*	1.03	.79	.15	Dly
"	BOS AO*	1.00	.77	....	Su,T,Th,F,Sa
"	IDL K	1.29	.97	.15	Th,Sa
"	IDL SS	1.04	.78	.20	Dly
Manila, Philippines	LAX P	2.50	1.88	.15	M,Th,Sa
"	SFO P	2.50	1.88	.15	Su,T,Th,F
"	PDX P	2.50	1.88	.15	Su,W
"	SEC P	2.50	1.88	.15	Su,W
"	LGA P	2.89	2.52	.15	Su,T,Sa
"	BOS P	2.86	2.50	.15	Su,T
Manila (Cont.)	SFO PH	2.50	1.88	.15	W,Sa
"	LAX PH*	2.50	1.88	.15	T,F
"	PDX PH*	2.50	1.88	.15	T,F
"	SEC PH*	2.50	1.88	.15	T,F
"	HJR PH	1.79	1.34	.15	W,Sa
"	LGA PH	2.73	2.05	.15	T,F
"	CLE PH*	2.69	2.02	.15	T,F
"	YIP PH*	2.68	2.01	.15	T,F
"	PIT PH*	2.70	2.03	.15	T,F
"	EDF NW	2.40	1.80	.15	Four Wkly
"	CHI NW	2.66	2.00	.15	Four Wkly
"	CLE NW	2.69	2.02	.15	Four Wkly
"	YIP NW	2.68	2.01	.15	Four Wkly
"	LAX NW*	2.50	1.88	.15	Four Wkly
"	MKE NW	2.66	2.00	.15	Four Wkly
"	MPS NW	2.64	1.98	.15	Four Wkly
"	LGA NW	2.73	2.05	.15	Four Wkly
"	PIT NW	2.70	2.03	.15	Four Wkly
"	PDX NW*	2.50	1.88	.15	Four Wkly
"	SFO NW*	2.50	1.88	.15	Four Wkly
"	SEC NW	2.50	1.88	.15	Four Wkly
"	DCA NW	2.71	2.03	.15	Four Wkly
"	LAX W*	2.50	1.80	.20	.....
"	PDX W*	2.50	1.80	.20	.....
"	SEC W*	2.50	1.80	.20	.....
"	SEC K*	2.50	1.80	....	F
Manizales, Colombia	MIA P	.65	.44	.15	Dly
"	LGA P	.76	.55	.15	Dly
"	MSY P	1.04	....	.15	Dly
"	HOU P	1.15	....	.15	Dly
"	BRO P	1.07	....	.15	Dly
"	CRP P	1.10	....	.15	Dly
"	NLD P	1.09	....	.15	Dly
"	LAX P	1.34	....	.15	Dly
Manono, Belgian Congo	IDL S	2.23	1.67	....	M,Th,Sa
Mantua, Ecuador	MIA P	.80	.60	.15	M,W,Th,Sa
"	MSY P	.88	.68	.15	M,W,Th,Sa
"	HOU P	.91	.70	.15	Su,T,W,F
"	BRO P	.91	.70	.15	Su,T,W,F
"	CRP P	.91	.70	.15	Su,T,W,F
"	NLD P	1.12	....	.15	Su,T,W,F
"	LAX P	1.24	.94	.15	Su,T,W,F
Manzanillo, Cuba	MIA P	.15	.11	.15	Dly
Maracaibo, Venezuela	MIA P	.44	.32	.15	Dly
"	LGA P	.75	.53	.15	Dly
"	MSY P	.81	.56	.15	Dly
"	HOU P	.90	.62	.15	Dly
"	BRO P	.83	.57	.15	Dly
"	CRP P	.85	.59	.15	Dly
"	NLD P	1.03	....	.15	Dly
"	LAX P	1.27	....	.15	Dly
"	MIA K	.44	.32	.15	Su,T.Th.Sa
"	LGA C*	.72	.60	.30	.....
"	DCA C*	.72	.60	.30	.....
Marienhamn, Finland	LGA AO*	1.50	1.05	.15	M,W,F
"	BOS AO*	1.47	1.02	.15	W,F
Marseilles, France	LGA AO*	1.23	.89	.15	Dly
"	BOS AO*	1.20	.87	.15	Su,Th
"	LGA C*	1.21	.87	.30	.....
"	DCA C*	1.21	.87	.30	.....
"	LGA BO	1.22	.92	.20	Su,M,T,Th,F
"	IDL SS	1.20	1.11	.20	Su,M,W,F,Sa
"	IDL AF	1.23	.89	.20	Dly
"	BOS AF	1.20	.87	.20	Dly
"	IDL K	1.23	.86	.15	W
"	IDL S*	1.26	.95	....	M,Th,Sa
Matadi, Belgian Congo	IDL S	2.12	1.62	....	M,Th,Sa
Maturin, Venezuela	LGA P	.62	.32	.15	Dly
"	MIA P	.56	.40	.15	Dly
"	MSY P	.97	.65	.15	Dly
"	HOU P	1.07	.71	.15	Dly
"	BRO P	.98	.66	.15	Dly
"	CRP P	1.02	.68	.15	Dly
"	NLD P	1.17	....	.15	Dly
"	LAX P	1.38	....	.20	Dly
"	MIA K	.56	.40	.15	.....
Mauritius	IDL AF	3.79	2.84	.20	Weekly
"	BOS AF	3.76	2.82	.20	.....
"	LGA BO	2.98	2.24	....	Sp,M,T,Th,F
Mayaguez, Puerto Rico	EWR TC	.35	.20	....	Frequently
Mayajiga, Cuba	MIA P	.17	.13	.15	Dly
Mazatlan, Mexico	HOU P	.55	....	.15	Dly
"	BRO P	.47	....	.15	Dly
"	CRP P	.50	....	.15	Dly
"	LAX P	.45	.34	.15	Dly
Medan, Sumatra	LGA BO	2.84	2.13	.20	.....
Medellin, Colombia	MIA P	.59	.40	.15	Dly
"	LGA P	.70	.51	.15	Su,Th
"	MSY P	.67	.52	.15	Dly
"	HOU P	.70	.54	.15	Dly
"	BRO P	.70	.54	.15	Dly
"	CRP P	.70	.54	.15	Dly
"	NLD P	1.09	....	.15	Dly
"	LAX P	1.03	.78	.15	Dly
"	LGA C*	.67	.48	.30	.....
"	DCA C*	.67	.48	.30	.....

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Merida, Mexico	MIA P	.25	.19	.15	Dly
"	MSY P	.22	.16	.15	Dly
"	HOU P	.61	.....	.15	Dly
"	BRO P	.53	.....	.15	Dly
"	CRP P	.56	.....	.15	Dly
"	LAX P	.92	.....	.15	Dly
"	DAL B	.56	.....	...	Dly
"	FTW B	.56	.....	...	Dly
"	LRD B	.42	.....	...	Dly
"	SAT B	.49	.....	...	Dly
Mexicali, Mexico	LAX P	.12	.....	.15	Dly
Mexico City, Mexico	MIA P	.44	.32	.15	Dly
"	MSY P	.61	.....	.15	Dly
"	HOU P	.....	.13	.15	Dly
"	BRO P	.....	.11	.15	Dly
"	CRP P	.....	.12	.15	Dly
"	LAX P	.....	.25	.15	Dly
"	MSY TA	.55	.38	...	M,T,W,Th,F
"	DAL A	.20	.....	...	Dly
"	DAL B	.36	.....	...	Dly
"	LRD B	.24	.....	...	Dly
"	FTW B	.36	.....	...	Dly
"	SAT B	.30	.....	...	Dly
"	LAX A	.38	.....	...	Dly
"	ELP A	.25	.....	...	Dly
"	SAT A	.30	.....	...	Dly
Midway Island	LAX P	1.18	.80	.15	Four Wkly
"	SFO P	1.18	.80	.15	Four Wkly
"	PDX P	1.18	.80	.15	.....
"	SEC P	1.18	.80	.15	.....
"	OAK TR	1.06	.77	.07½	.....
Milan, Italy	IDL AF	1 30	.96	.20	.....
"	BOS AF	1.27	.94	.20	.....
"	IDL SW	1 06	.85	.20	.....
"	BOS AO*	1.27	.96	.15	M
"	LGA AO*	1 30	.98	.15	M,W,Sa
"	IDL S	1 31	.98	...	M,Th,Sa
"	LGA TR	1.00	.85	.15	.....
"	HFD TR	1.00	.85	.15	.....
"	IDL SS	1 34	1 01	.20	Su,M,W,F,Sa
"	LGA BO	1.31	.98	.20	Su,M,T,Th,F
Minatitlan, Mexico	MIA P	.81	.....	.15	Dly
"	MSY P	.47	.....	.15	Dly
"	HOU P	.44	.....	.15	Dly
"	BRO P	.36	.....	.15	Dly
"	CRP P	.39	.....	.15	Dly
"	LAX P	.79	.....	.15	Dly
Mogadishu, Italian Somaliland	LGA BO	2 23	1 67	.20	.....
Monte Carlo, Monaco	LGA BO	1 23	.92	.20	.....
Montego Bay, Jamaica	MIA P	.20	.15	.15	M,F
Monteria, Colombia	MIA P	.53	.38	.15	Dly
"	LGA P	.64	.47	.15	Su,Th
"	HOU P	1.21	.....	.15	Dly
"	BRO P	1.13	.....	.15	Dly
"	CRP P	1.16	.....	.15	Dly
"	NLD P	1.15	.....	.15	Dly
"	LAX P	1 40	.....	.15	Dly
Monterrey, Mexico	DAL A	.15	.....	.15	Dly
"	ELP A	.15	.....	.15	Dly
"	LAX A	.31	.....	.15	Dly
"	SAT A	.09	.....	.15	Dly
"	FTW B	.27	.....	.17	Dly
"	DAL B	.27	.....	.17	Dly
"	LRD B	.13	.....	.18	Dly
"	SAT B	.20	.....	.15	Dly
Montevideo, Uruguay	LGA P	1 62	93	.15	Twice Dly
"	MIA P	1.51	.89	.15	Dly
"	MSY P	1.65	.....	.15	Dly
"	HOU P	1.76	.....	.15	Dly
"	BRO P	1.68	.....	.15	Dly
"	CRP P	1.71	.....	.15	Dly
"	NLD P	1 72	.....	.15	Dly
"	LAX P	1 98	.....	.20	Dly
"	EWR TC	1.55	.93	...	Frequently
Montreal, Que., Canada	LGA C	.12	.....	...	Dly
"	BTV NE	.04	.....	...	Dly
Moscow, USSR	LGA AO*	1.72	1 27	.15	M,W,F
"	BOS AO*	1.69	1 24	.15	W,F
"	IDL SS	1.73	1 29	.20	Dly
Mossoro, Brazil	LGA P	1.41	.....	.15	Sa
"	MIA P	1 24	.....	.15	Sa
"	MSY P	1.46	.....	.15	Sa
"	HOU P	1 61	.....	.15	F
"	BRO P	1.53	.....	.15	F
"	CRP P	1.56	.....	.15	F
"	LAX P	1.76	.....	.15	F
"	NLD P	1.54	.....	.15	F
Mulhouse, France	LGA AO*	1 19	.88	.15	M,W,Sa
"	BOS AO*	1.16	.86	.15	M
"	IDL AF	1.19	.88	.20	.....
"	BOS AF	1.16	.86	.20	.....
"	IDL K	1.19	.88	.15	T,F
Munich, Germany	LGA P	1.28	.92	.15	Dly
"	BOS P	4.25	.90	.15	Dly except Sa
"	LGA AO*	1 30	.96	.15	Dly
"	BOS AO*	1.27	.94	.15	M,T,Sa
"	IDL SS	1 28	.96	.20	Su,M,W,F,Sa

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Nairobi, Kenya	LGA AO*	2.31	1 73	.15	Dly
"	BOS AO*	2.28	1 71	.15	Su,Th
"	LGA BO	2 23	1 67	.20	Su,M,T,Th,F
"	IDL AF	2 27	1.70	.20	.....
"	BOS AF	2 24	1 68	.20	.....
"	IDL S	2 23	1 67	...	M,Th,Sa
"	IDL SS	2 23	1 67	.20	Su,M,W,F,Sa
Nandi, Fiji	SFO BO*	1.75	1 31	.15	Su,M,T,Th,F
"	SFO BC	1.75	1 31	.15	M,Th,F
"	HJR BC	1.04	.78	.15	M,Th,F
"	VR BC	1.86	1.39	.15	M,Th,F
Nanking, China	CHI NW*	2.71	2.05	.15	Four Wkly
"	CLE NW*	2.74	2 07	.15	Four Wkly
"	YIP NW*	2.73	2.06	.15	Four Wkly
"	MKE NW*	2.71	2.05	.15	Four Wkly
"	MPS NW*	2.69	2.03	.15	Four Wkly
"	LGA NW*	2.78	2.10	.15	Four Wkly
"	PIT NW*	2.75	2.08	.15	Four Wkly
"	PDX NW*	2.55	1.93	.15	Four Wkly
"	SEC NW	2.55	1.93	.15	Four Wkly
"	DCA NW	2.73	2.06	.15	Four Wkly
"	LAX NW*	2.55	1.93	.15	Four Wkly
"	SFO NW*	2.55	1.93	.15	Four Wkly
Naples, Italy	LGA AO*	1 51	1 17	.15	M,W,Sa
"	BOS AO*	1 50	1 15	.15	M
"	IDL S	1 39	1 05	...	M,Th,Sa
Nassau, Bahamas	MIA P	.07	.05	.15	Twice Dly
"	EWR TC	.14	.12	...	Frequently
Natal, Brazil	LGA P	1 45	.....	.15	Su,Th,Sa
"	MIA P	1.25	.....	.15	Su,Th,Sa
"	MSY P	1 48	.....	.15	Su,Th,Sa
"	HOU P	1 62	.....	.15	W,F,Sa
"	BRO P	1 54	.....	.15	W,F,Sa
"	CRP P	1.57	.....	.15	W,F,Sa
"	NLD P	1.55	.....	.15	W,F,Sa
"	LAX P	1.80	.....	.20	W,F,Sa
"	EWR TC	1.40	1 20	...	Frequently
N'Dola, Rhodesia	IDL S	2 23	1 67	...	M,Th,Sa
"	LGA BO	2 23	1 67	.20	.....
Niamey, Fr. W. Af.	IDL AF	2 50	1 88	.20	Weekly
"	BOS AF	2 47	1 85	.20	.....
Nice, France	LGA AO*	1 27	.98	.15	Dly
"	BOS AO*	1 24	.96	.15	Su,Th
"	IDL S	1 23	.92	...	M,Th,Sa
"	IDL SS	1 65	1 26	.20	Su,M,W,F,Sa
"	IDL AF	1 23	.89	.20	Dly
"	BOS AF	1 20	.87	.20	Dly
"	IDL SR	1 23	.92	...	Su,W
"	LGA BO	1 23	.92	.20	Su,M,T,Th,F
Nicosia, Cyprus	LGA AO*	1 73	1 30	.15	Dly
"	BOS AO*	1 70	1 28	.15	Su,Th
"	LGA BO	1 69	1 27	.20	Su,M,T,Th,F
Nome, Alaska	SEC P	.55	.23	.15	Su,W,
"	OAK TR	.74	.44½	.15	.....
Norrkoping, Sweden	IDL SS	1 28	.97	.20	Dly
North Bay, Ont., Canada	LGA T*	2 64	.0755	.10	Dly
Noumea, New Caledonia	LAX P	2 01	1 52	.15	T,Sa
"	SFO P	2 01	1 52	.15	T,Sa
"	PDX P	2 01	1 52	.15	W
"	SEC P	2 01	1 52	.15	W
Nueva Gerona (Isle of Pines), Cuba	MIA EA	.14	.....	...	Dly
Nueva Ocotepeque, Hon.	MSY TA	.47	.36	...	M,W,F
Nueva Ocotepeque, Hon.	MEX TA	.27	.21	...	T,Th,Sa
Nuevo Laredo, Mexico	DAL B	.07	.06	.10	Dly
"	FTW B	.07	.06	.10	Dly
"	SAT B	.04	.03	.10	Dly
"	LRD B	.04	.03	.10	Dly
"	HOU B	.07	.06	.10	Dly
"	CHI B	.13	.12	.10	Dly
Oaxaca, Mexico	MIA P	.71	.....	.15	Dly
"	MSY P	.68	.....	.15	Dly
"	HOU P	.38	.....	.15	Dly
"	BRO P	.30	.....	.15	Dly
"	CRP P	.33	.....	.15	Dly
"	LAX P	.76	.....	.15	Dly
Okinawa	EDF NW	2.35	1 76	.15	Four Wkly
"	CHI NW	2 66	2 00	.15	Four Wkly
"	CLE NW*	2 69	2 02	.15	Four Wkly
"	YIP NW*	2 68	2 01	.15	Four Wkly
"	LAX NW*	2.50	1 88	.15	Four Wkly
"	MKE NW	2 66	2 00	.15	Four Wkly
"	MPS NW	2.64	1 98	.15	Four Wkly
"	LGA NW	2 73	2 05	.15	Four Wkly
"	PIT NW	2 70	2 03	.15	Four Wkly
"	PDX NW*	2.50	1 88	.15	Four Wkly
"	SFO NW*	2.50	1 88	.15	Four Wkly
"	SEC NW	2.50	1 88	.15	Four Wkly
"	DCA NW	2 71	2.03	.15	Four Wkly
"	LAX P	2 50	1 88	.15	Su
"	SFO P	2 50	1 88	.15	Su
"	PDX P	2 50	1 88	.15	W
"	SEC P	2 50	1 88	.15	W
"	OAK TR	1 92	1 40	12½	.....
Oran, Algeria	LGA AO*	1 47	1 17	.15	Dly
"	BOS AO*	1 44	1 15	.15	Su,Th
"	IDL AF	1 38	1 04	.20	Six Weekly
"	BOS AF	1 35	1.01	.20	.....

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Oruro, Bolivia	MIA P	1.18	.88	.15	M,W,F,Sa
"	MSY P	1.34	1.01	.15	M,W,F,Sa
"	HOU P	1.39	1 04	.15	Su,T,Th,F
"	BRO P	1.35	1.01	.15	Su,T,Th,F
"	CRP P	1.36	1.02	.15	Su,T,Th,F
"	NLD P	1.35	1.13	.15	Su,T,Th,F
"	LAX P	1.51	.83	.15	Su,T,Th,F
Oslo, Norway	IDL SS	1.19	.90	.20	Dly
"	LGA AO	1.20	.83	.15	Su,W
"	BOS AO	1.17	.81	.15	W
"	IDL S	1.19	.90	...	M,Th,Sa
"	LGA TR	1.00	.82	.12½	.....
"	HFD TR	1.00	.82	.12½	.....
"	LGA C*	1.18	.81	.30	.....
"	DCA C*	1.18	.81	.30	.....
"	LGA BO	1.19	.90	.20	Su,M,T,Th,F
"	IDL AF	1.20	.83	.20	Six Weekly
"	BOS AF	1.17	.81	.20	.....
"	IDL K	1.20	.83	.15	M,T,W,Th,F
"	EWR TC	1.00	.80	.25	.....
Ostrava, Czechoslovakia	LGA AO*	1.39	1 06	15	M,W,Sa
"	BOS AO*	1 38	1 04	15	M
Ottawa, Ont., Canada	LGA C	.16	.....	...	Dly
Palembang, N.E.I.	LGA BO	2 83	2 12	20	Su,M,T,Th,F
Palermo, Italy	LGA AO*	1 54	1 20	.15	M,W,Sa
"	BOS AO*	1 53	1 18	.15	M
Panama City Panama	MIA P	.39	.29	.15	Dly
"	MSY P	.47	.37	.15	Dly
"	HOU P	.50	.39	.15	Dly
"	BRO P	.50	.39	.15	Dly
"	CRP P	.50	.39	.15	Dly
"	NLD P	.66	.47	.15	Dly
"	LAX P	.83	.63	.15	Dly
"	MSY TA	.64	.46	...	M,W,F
"	MEX TA	.53	.38	...	T,Th,Sa
"	MIA K	1.41	1.02	.15	T,Sa
Paramaribo, Surinam	LGA P	.77	.59	.15	M,Th
"	MIA P	.73	.51	.15	M,Th
"	MSY P	1.14	.74	.15	M,Th
"	HOU P	1 23	.79	.15	Su,W
"	BRO P	1.15	.75	.15	Su,W
"	CRP P	1 18	.76	.15	Su,W
"	NLD P	1 25	.....	.15	Su,W
"	LAX P	1 48	.15	.15	Su,W
"	MIA K	.73	.51	.15	T,F,Sa
Paris, France	LGA AO*	1 09	.82	.15	Dly
"	BOS AO*	1 06	.80	.15	Su,Th
"	IDL S	1 12	.82	...	M,Th,Sa
"	LGA TR	.85	.70	.12½	.....
"	HFD TR	.85	.70	.12½	.....
"	IDL SW	.91	.74	.20	.....
"	DCA C*	1.13	.81	.30	.....
"	LGA C*	1.13	.81	.30	.....
"	LGA BO	1 09	.82	.20	Su,M,T,Th,F
"	IDL SS	1.55	1.17	.20	Su,M,W,F,Sa
"	IDL AF	1.09	.82	.20	Dly
"	BOS AF	1.06	.80	.20	.....
"	IDL K	1.15	.83	.15	Dly except Su
"	LGA TW	1 09	.82	.15	Dly
"	BOS TW	1 06	.80	.15	M,Th
"	PHL TW	1.10	.84	.15	M,Sa
"	DCA TW	1 11	.85	.15	M,Sa
"	YIP TW	1.13	.87	.15	Tu,Sa
"	CHI TW	1.15	.89	.15	Tu,Sa
"	LGA P	1 09	.82	.15	Su,T,W,F
"	BOS P	1 08	.80	.15	Su,T,F
"	EWR TC	.85	.65	.15	.....
Parnahyba, Brazil	LGA P	1.33	.....	.15	Su,W,F
"	MIA P	1.19	.....	.15	Su,W,F
"	MSY P	1.38	.....	.15	Su,W,F
"	HOU P	1.56	.....	.15	Tu,F,Sa
"	BRO P	1.48	.....	.15	Tu,F,Sa
"	CRP P	1.51	.....	.15	Tu,F,Sa
"	NLD P	1.50	.....	.15	Tu,F,Sa
"	LAX P	1.67	.....	.15	Tu,F,Sa
Peiping, China	CHI NW*	2.85	2.19	.15	Four Wkly
"	CLE NW*	2.88	2.21	.15	Four Wkly
"	YIP NW*	2.87	2.20	.15	Four Wkly
"	LAX NW*	2.69	2.07	.15	Four Wkly
"	MKE NW*	2.85	2.19	.15	Four Wkly
"	MPS NW*	2.83	2.17	.15	Four Wkly
"	SFO NW*	2.69	2.07	.15	Four Wkly
"	SEC NW*	2.69	2.07	.15	Four Wkly
"	DCA NW*	2.90	2.22	.15	Four Wkly
"	LGA NW*	2.92	2.24	.15	Four Wkly
"	PIT NW*	2.89	2.22	.15	Four Wkly
"	PDX NW*	2.69	2.07	.15	Four Wkly
Pereira, Colombia	MIA P	.64	.43	.15	Dly
"	LGA P	.75	.54	.15	Dly
"	MSY P	1.03	.....	.15	Dly
"	HOU P	1.14	.....	.15	Dly
"	BRO P	1.06	.....	.15	Dly
"	CRP P	1.09	.....	.15	Dly
"	NLD P	1.08	.....	.15	Dly
"	LAX P	1.33	.....	.15	Dly
Pisa, Italy	IDL SW	1.08	.86	.20	.....
Pointe Noire, Fr. Eq. Africa	IDL AF	2.56	1.92	.20	Weekly
"	BOS AF	2.53	1.90	.20	.....

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Ponce, Puerto Rico	EWR TC	.30	.20	....	Frequently
Popayan, Colombia	MIA P	.66	.46	.15	Dly
"	LGA P	.79	.57	.15	Dly
"	MSY P	1 03	....	.15	Dly
"	HOU P	1.14	....	.15	Dly
"	BRO P	1 06	....	.15	Dly
"	CRP P	1 09	....	.15	Dly
"	NLD P	1 06	....	.15	Dly
"	LAX P	1 33	....	.15	Dly
Port au Prince, Haiti	MIA P	.17	.15	.15	Dly
"	LGA P	.51	.44	.15	Dly
"	MIA K	.25	.19	.15	T,F
"	EWR TC	.45	.35	....	Frequently
Port Bell, Uganda	LGA BO	2 19	1 64	.20	Su,T,F
"	MIA K	.25	.19	.10	.....
Port Gentil, Fr. W. Africa	IDL AF	2 56	1 92	....	.....
"	BOS AF	2 53	1 90	....	.....
Port of Spain, Trinidad	LGA P	.58	.49	.15	Dly
"	MIA P	.56	.40	.15	Dly except T
"	MSY P	.99	.67	.15	Dly
"	HOU P	1 08	.71	.15	Dly
"	BRO P	1 00	.67	.15	Dly
"	CRP P	1 03	.69	.15	Dly
"	NLD P	1 20	....	.15	Dly
"	LAX P	1 41	....	.15	Dly
"	MIA SI	.55	.20	.10	Frequently
"	LGA SI	.64	.48	.10	Frequently
"	MIA K	.56	.40	.15	Su,T,Th,Sa
"	EWR TC	.45	.35	....	Frequently
Port Sudan, Ang.-Eg. Sudan	LGA BO	2 00	1 50	.20	Su,M,T,Th,F
Porto Alegre, Brazil	LGA P	1 53	.89	.15	Dly
"	MIA P	1 42	.86	.15	Dly
"	MSY P	1 69	1 03	.15	Dly
"	HOU P	1 88	1 11	.15	Dly
"	BRO P	1 80	1 03	.15	Dly
"	CRP P	1 83	1 06	.15	Dly
"	NLD P	1 86	....	.15	Dly
"	LAX P	2 14	....	.15	Dly
"	EWR TC	1.45	.89	....	Frequently
Prague, Czechoslovakia	LGA P	1 30	.93	.15	Dly
"	BOS P	1 27	.91	.15	Dly except Sa
"	LGA AO*	1 30	.93	.15	Dly
"	BOS AO*	1 27	.91	.15	Su,Th
"	IDL S	1 30	.95	....	M,Th,S
"	LGA TR	1.00	.85	.12½	.....
"	HFD TR	1.00	.85	.12½	.....
"	IDL SW	1 03	.83	.20	.....
"	LGA C*	1 28	.91	.30	.....
"	DCA C*	1 28	.91	.30	.....
"	LGA BO	1 30	.95	.20	Su,M,T,Th,F
"	IDL SS	1 30	.95	.20	Dly
"	IDL AF	1 30	.93	.20	Dly except W
"	BOS AF	1 27	.91	.20	Dly except W
"	IDL K	1.30	.93	.15	Dly except Sa
"	EWR TC	1 00	.85	.25	.....
"	IDL SR	1 30	.95	....	Sa,W
Preston, Cuba	MIA P	.20	.15	.15	Dly
"	LGA BO	.96	.72	.20	.....
Prestwick, Scotland	LGA AO	.96	.72	.15	M,W,Sa
"	BOS AO	.93	.70	.15	M
"	IDL SS	.96	.72	.20	Dly
"	UL T	.90	.67	....	.....
"	IDL SW	.81	.65	.20	.....
"	IDL K	.98	.72	.15	Dly except Su
"	LGA BO	.96	.72	....	Su,M,T,Th,F
Puebla, Puebla	DAL B	.41	....	.17	Dly
"	FTW B	.41	....	.17	Dly
"	LRD B	.27	....	.17	Dly
"	SAT B	.34	....	.17	Dly
Puerto Cabezas, Nic.	MSY TA	.60	.47	....	M,W,F
"	MEX TA	.48	.38	....	T,Th,Sa
Puerto, Cortez Hond.	MSY TA	.45	.34	....	M,W,F
"	MEX TA	.25	.19	....	T,Th,Sa
Puerto Saures, Bolivia	MIA P	1 32	.99	.15	M,W,Sa
"	MSY P	1 44	1 08	.15	M,W,Sa
"	BRO P	1 45	1 09	.15	Su,T,F
"	LAX P	1 58	1 19	.15	Su,T,F
"	HOU P	1 49	1 12	.15	Su,T,F
"	CRP P	1 46	1 10	.15	Su,T,F
"	NLD P	1 51	....	.15	Su,T,F
Quibdo, Colombia	MIA P	.62	.42	.15	M,Th,Sa
"	MSY P	1 14	....	.15	M,Th,Sa
"	HOU P	1 27	....	.15	Su,W,F
"	BRO P	1 19	....	.15	Su,W,F
"	CRP P	1 22	....	.15	Su,W,F
"	NLD P	1 21	....	.15	Su,W,F
"	LAX P	1 46	....	.15	Su,W,F
Quito, Ecuador	MIA P	.74	.55	.15	Dly
"	LGA P	.85	.66	.15	Dly
"	MSY P	.82	.63	.15	Dly
"	HOU P	.85	.65	.15	Dly
"	BRO P	.85	.65	.15	Dly
"	CRP P	.85	.65	.15	Dly
"	NLD P	1 11	....	.15	Dly
"	LAX P	1.18	.89	.15	Dly

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Rabat, Fr. Morocco	IDL AF	1 55	1 16	.20	Dly
"	BOS AF	1 52	1 14	.20	.....
Rangoon, India	LGA BO	2 36	1 94	.20	Su,T,Th
Recife (Pernambuco) Brazil	LGA P	1 48	....	.15	Dly except F
"	MIA P	1 26	....	.15	Dly except F
"	MSY P	1 50	....	.15	Dly except F
"	HOU P	1 64	....	.15	Dly except Th
"	BRO P	1 56	....	.15	Dly except Th
"	CRP P	1 59	....	.15	Dly except Th
"	NLD P	1 56	....	.15	Dly except Th
"	LAX P	1 84	....	.15	Dly except Th
Regina, Sask., Canada	LGA T▲	7 00	.25	.10	Dly
Reunion Island	IDL AF	3 70	2 78	.20	Weekly
"	BOS AF	3 67	2 75	.20	Weekly
Reykjavik, Iceland	LGA AO	.77	.58	.15	M,W
"	BOS AO	.74	.55	.15	W
"	EWR TC	.65	.50	....	Frequently
Rio de Janeiro, Brazil	LGA P	1 37	.84	.15	Dly
"	MIA P	1 26	.80	.15	Dly
"	MSY P	1 54	.91	.15	Dly
"	HOU P	1 68	.97	.15	Dly
"	BRO P	1 60	.92	.15	Dly
"	CRP P	1 64	.94	.15	Dly
"	NLD P	1 67	....	.15	Dly
"	LAX P	1 94	....	.15	Dly
"	EWR TC	1 25	.84	....	Frequently
"	DAL B	1 37	.91	.20	Su,Th
"	HOU B	1 25	.87	.20	Su,Th
Roberts Field, Liberia	IDL AF	1 95	1 46	.20	Thrice Wkly
"	BOS AF	1 92	1 44	.20	Thrice Wkly
Robore, Bolivia	MIA P	1 32	.99	.15	M
"	MSY P	1 44	1 08	.15	M
"	HOU P	1 49	1 12	.15	Su
"	BRO P	1 45	1 09	.15	Su
"	CRP P	1 46	1 10	.15	Su
"	LAX P	1 58	1 19	.15	Su
"	NLD P	1 51	....	.15	Su
"	BOS AF	2 01	1 51	.20	Su,T,Sa
Roenne, Denmark	IDL SS	1 27	.88	....	M,W,F
Rome, Italy	LGA AO*	1 33	.95	.15	Dly
"	BOS AO*	1 30	.93	.15	Su,Th
"	IDL S	1 36	1 02	....	M,Th,Sa
"	LGA TR	1.05	.90	.15	.....
"	HFD TR	1 05	.90	.15	.....
"	IDL SW	1 12	.90	.20	.....
"	LGA C*	1.30	.90	.30	.....
"	LGA BO	1 36	1 02	.20	Su,M,T,Th,F
"	IDL SS	1 36	1 02	.20	Su,M,W,F,Sa
"	IDL AF	1 33	.93	.20	Dly
"	BOS AF	1 30	.93	.20	Dly
"	IDL K	1 33	.95	.15	M,Th,F
"	LGA TW	1 36	1 02	.15	Dly
"	BOS TW	1 33	.99	.15	Tu,Th,F
"	PHL TW	1 37	1 03	.15	M,Sa
"	YIP TW	1 40	1 06	.15	Tu,Sa
"	CHI TW	1 42	1 08	.15	Tu,Sa
"	IDL SR	1 36	1 02	....	Su,W
"	DCA C*	1 30	.90	.30	.....
"	DCA TW	1 35	.98	.20	M,Sa
"	LGA P	1 33	.95	.15	W,Th
"	BOS P	1 30	.93	.15	W,Th
"	EWR TC	1 00	.70	.25	.....
Saigon, Indo China	LGA AO*	3 03	2 26	.15	M,W,Sa
"	BOS AO*	3 02	2 24	.15	M
"	IDL AF	2 54	2 20	.20	Twice Wkly
"	BOS AF	2 51	2 18	.20	Twice Wkly
St. Croix, Virg. Is.	LGA P	.38	.32	....	S,T,Th
"	MIA P	.27	.21	....	S,T,Th
St. John, N. B.	BOS T▲	2 14	.056	....	Dly
St. Johns, Antigua, B.W.I.	LGA P	.46	.41	.15	Su,T,Th
"	MIA P	.45	.33	.15	Su,T,Th
"	MSY P	.96	....	.15	Su,T,Th
"	HOU P	1 18	....	.15	M,W,Sa
"	BRO P	1.10	....	.15	M,W,Sa
"	CRP P	1 13	....	.15	M,W,Sa
"	NLD P	1 12	....	.15	M,W,Sa
"	LAX P	1 35	....	.15	M,W,Sa
St. Johns, N. F.	LGA AO*	.42	.32	.15	Dly
"	BOS AO*	.39	.30	.15	T,W,F,Sa
"	BOS T	4 89	.1655	....	Dly
St. Lucia, B.W.I.	LGA P	.54	.47	.15	Su,T,Th
"	MIA P	.53	.38	.15	Su,T,Th
"	MSY P	1 00	....	.15	Su,T,Th
"	HOU P	1 15	.75	.15	M,W,Sa
"	BRO P	1 07	.71	.15	M,W,Sa
"	CRP P	1 10	.72	.15	M,W,Sa
"	NLD P	1 18	....	.15	M,W,Sa
"	LAX P	1 39	....	.15	M,W,Sa
St. Thomas, Virgin Is. (U.S.)	LGA P	.33	.29	.15	Su,T,Th
"	MIA P	.22	.18	.15	Su,T,Th
"	EWR TC	.35	.30	....	Frequently

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Salisbury, So. Rhod	LGA BO	2 23	1 67	.15	Su,M,T,Th,F
Salta, Argentina	MIA P	1 29	.88	.15	F
"	MSY P	1 42	1 07	.15	F
"	HOU P	1 46	1 10	.15	Th
"	BRO P	1 42	1 07	.15	Th
"	CRP P	1 44	1 08	.15	Th
"	NLD P	1 46	....	.15	Th
"	LAX P	1 55	1 16	.15	Th
San Ignacio de Velasco, Bolivia	MIA P	1 28	.96	.15	M,Th
"	MSY P	1 41	1 06	.15	M,Th
"	HOU P	1 46	1 10	.15	Su,W
"	BRO P	1 42	1 07	.15	Su,W
"	CRP P	1 44	1 08	.15	Su,W
"	NLD P	1 49	....	.15	Su,W
"	LAX P	1 55	1 16	.15	Su,W
San Jose, Bolivia	MIA P	1 31	.98	.15	M
"	MSY P	1 43	1 07	.15	M
"	HOU P	1 48	1 11	.15	Su
"	BRO P	1 44	1 08	.15	Su
"	CRP P	1 46	1 10	.15	Su
"	NLD P	1 50	....	.15	Su
"	LAX P	1 56	1 17	.15	Su
San Jose, Costa Rica	MIA P	.50	.36	.15	Dly
"	MSY P	.47	.37	.15	Dly
"	HOU P	.50	.39	.15	Dly
"	BRO P	.50	.39	.15	Twice Dly
"	CRP P	.50	.39	.15	Dly
"	NLD P	.57	.41	.15	Dly
"	LAX P	.72	.56	.15	Dly
"	MSY TA	.47	.37	....	M,W,F
"	MEX TA	.31	.21	....	T,Th,Sa
San Juan, Puerto Rico	LGA P	.28	.26	.15	Five Dly
"	MIA P	.17	.15	.15	Thrice Dly
"	LGA TC	.30	.20	....	.....
"	EWR TC	.30	.20	....	.....
San Pedro, Sula, Honduras	MSY TA	.45	.34	....	M,W,F
"	MEX TA	.25	.19	....	T,Th,Sa
San Salvador, El Salvador	MIA P	.42	.31	.15	Dly
"	MSY P	.39	.29	.15	Dly
"	HOU P	.50	.36	.15	Dly
"	BRO P	.41	.30	.15	Dly
"	CRP P	.44	.32	.15	Dly
"	NLD P	.44	.32	.15	Dly
"	LAX P	.56	.45	.15	Dly
"	MSY TA	.39	.29	....	M,T,W,Th,F
"	MEX TA	.20	.14	....	T,Th,Sa
Santa Clara, Cuba	MIA P	.13	.10	.15	Dly
Santa Cruz, Bolivia	MIA P	1 24	.93	.15	M,W,Th,Sa
"	MSY P	1 38	1 04	.15	M,W,Th,Sa
"	HOU P	1 44	1 07	.15	Su,T,W,F
"	BRO P	1 39	1 04	.15	Su,T,W,F
"	CRP P	1 41	1 06	.15	Su,T,W,F
"	NLD P	1 44	....	.15	Su,T,W,F
"	LAX P	1 53	1 15	.15	Su,T,W,F
Santa Maria, Azores	LGA P	.78	.59	.15	Dly
"	BOS P	.75	.57	.15	Dly except T
Santa Marta, Colombia	MIA P	.48	.33	.15	Dly
"	LGA P	.59	.44	.15	Su,Th
"	MSY P	.96	....	.15	Dly
"	HOU P	1 14	....	.15	Dly
"	BRO P	1 06	....	.15	Dly
"	CRP P	1 09	....	.15	Dly
"	NLD P	1 08	....	.15	Dly
"	LAX P	1 33	....	.15	Dly
Santiago, Chile	MIA P	1 30	.88	.15	Dly except Sa
"	MSY P	1 45	1 10	.15	Dly except Sa
"	HOU P	1 50	1 13	.15	Dly except F
"	BRO P	1 46	1 10	.15	Dly except F
"	CRP P	1 48	1 11	.15	Dly except F
"	NLD P	1 53	....	.15	Dly except F
"	LAX P	1 60	1 20	.15	Dly except F
"	EWR TC	1 40	1 00	....	Frequently
Santiago, Cuba	MIA P	.18	.14	.15	Four Dly
Sao Luiz, Brazil	LGA P	1 29	....	.15	Su,T,Th,Sa
"	MIA P	1 15	....	.15	Su,T,Th,Sa
"	MSY P	1 38	....	.15	Su,T,Th,Sa
"	HOU P	1 51	....	.15	M,W,F,Sa
"	BRO P	1 43	....	.15	M,W,F,Sa
"	CRP P	1 46	....	.15	M,W,F,Sa
"	NLD P	1 45	....	.15	M,W,F,Sa
"	LAX P	1 62	....	.15	M,W,F,Sa
Sao Paulo, Brazil	LGA P	1 42	.86	.15	Dly
"	MIA P	1 32	.82	.15	Dly
"	MSY P	1 56	.98	.15	Dly
"	HOU P	1 75	1 04	.15	Dly
"	BRO P	1 67	.96	.15	Dly
"	CRP P	1 70	.99	.15	Dly
"	NLD P	1 73	....	.15	.....
"	LAX P	1 99	....	.15	Dly
"	EWR TC	1 40	.85	....	Frequently

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
São Salvador, Brazil	LGA P	1.58	.....	.15	Dly except F
"	MIA P	1.28	.....	.15	Dly except F
"	MSY P	1.54	.....	.15	Dly except F
"	HOU P	1.72	.....	.15	Dly except Th
"	BRO P	1.64	.....	.15	Dly except Th
"	CRP P	1.67	.....	.15	Dly except Th
"	NLD P	1.67	.....	.15	Dly except Th
"	LAX P	1.94	.....	.15	Dly except Th
Seoul, Korea	EDF NW	2.30	1.73	.15	Four Wkly
"	CHI NW	2.55	1.92	.15	Four Wkly
"	CLE NW	2.59	1.94	.15	Four Wkly
"	YIP NW	2.58	1.94	.15	Four Wkly
"	LAX NW*	2.40	1.80	.15	Four Wkly
"	MKE NW	2.56	1.92	.15	Four Wkly
"	MPS NW	2.54	1.91	.15	Four Wkly
"	LGA NW	2.63	1.97	.15	Four Wkly
"	PIT NW	2.60	1.95	.15	Four Wkly
"	PDX NW*	2.40	1.80	.15	Four Wkly
"	SFO NW*	2.40	1.80	.15	Four Wkly
"	SEC NW	2.40	1.80	.15	Four Wkly
"	DCA NW*	2.61	1.95	.15	Four Wkly
"	LAX P	2.40	1.80	.15	.....
"	SFO P	2.40	1.80	.15	.....
"	PDX P	2.40	1.80	.15	.....
"	SEC P	2.40	1.80	.15	.....
Shannon, Eire	LGA P	.92	.69	.15	Dly except Sa
"	BOS P	.89	.67	.15	Dly except Sa
"	LGA AO	.92	.69	.15	Dly
"	BOS AO	.89	.67	.15	Su,T,Th,F,Sa
"	DCA AO	.94	.72	.15	F
"	PHL AO	.93	.71	....	F
"	LGA TR	.68	.58	.10	.....
"	HFD TR	.68	.58	.10	.....
"	IDL SWT	.77	.61	.20	.....
"	UL T	.85	.65	....	.....
"	LGA BO	.92	.69	.20	Su,M,T,Th,F
"	IDL AF	.92	.69	.20	.....
"	BOS AF	.89	.67	.20	.....
"	LGA TW	.92	.69	.15	Dly
"	BOS TW	.89	.67	.15	M,Th
"	PHL TW	.93	.71	.15	M,Sa
"	YIP TW	.98	.74	.15	Tu,Sa
"	DCA TW	.94	.72	.15	M,Sa
"	CHI TW	.98	.76	.15	Tu,Sa
"	EWR TC	.75	.60	.25	.....
"	IDL SR	.92	.69	....	Su,W
Sian, China	CHI NW*	2.88	2.22	.15	Four Wkly
"	CLE NW*	2.91	2.24	.15	Four Wkly
"	YIP NW*	2.90	2.23	.15	Four Wkly
"	LAX NW	2.72	2.10	.15	Four Wkly
"	MKE NW*	2.88	2.22	.15	Four Wkly
"	MPS NW*	2.86	2.20	.15	Four Wkly
"	LGA NW*	2.95	2.27	.15	Four Wkly
"	PIT NW*	2.92	2.25	.15	Four Wkly
"	PDX NW*	2.72	2.10	.15	Four Wkly
"	SFO NW*	2.72	2.10	.15	Four Wkly
"	SEC NW*	2.72	2.10	.15	Four Wkly
"	DCA NW*	2.93	2.25	.15	Four Wkly
Singapore, Mal. St.	LGA TR	2.45	1.87	.25	Frequently
"	HFD TR	2.45	1.87	.25	Frequently
"	OAK TR	2.29	1.84	.20	.....
"	LGA BO	2.78	2.07	.20	Su,M,T,Th,F
"	IDL AF	2.58	2.08	.20	.....
"	BOS AF	2.55	2.06	.20	.....
"	IDL K	2.58	2.29	.15	Th
"	EWR TC	2.40	2.00	....	Frequently
Sinus, Nicaragua	MSY TA	.55	.43	....	M,W,F
"	MEX TA	.43	.33	....	T,Th,Sa
Sofia, Bulgaria	LGA AO*	1.62	1.27	.15	M,W
"	BOS AO*	1.61	1.25	.15	M
"	IDL SS	1.60	1.20	.20	Su,M,W,F,Sa
Sourabaya, Java, N.E.I.	LGA AO*	2.98	2.23	.20	Dly
"	BOS AO*	2.95	2.21	.15	Su,Th
"	IDL K	2.77	2.32	.20	Dly except M
"	IDL AF	1.60	1.20	....	.....
"	BOS AF	1.57	1.18	....	.....
Stanleyville, Bel. Congo	LGA AO*	2.28	1.71	.15	Dly
"	BOS AO*	2.25	1.69	.15	Su,Th
"	IDL S	2.23	1.67	....	M,Th,Sa
Stavanger, Norway	LGA AO*	1.28	.91	.15	Su,W
"	BOS AO*	1.25	.89	.15	W
"	IDL SS	1.17	.87	.20	T,W,Th,Sa
Stockholm, Sweden	IDL SS	1.28	.96	.20	Dly
"	LGA AO	1.28	.89	.15	Su,M,W,F
"	BOS AO	1.25	.86	.15	W,F
"	LGA TR	1.05	.90	.12½	.....
"	HFD TR	1.05	.90	.12½	.....
"	LGA C*	1.26	.87	.20	.....
"	DCA C*	1.26	.87	.30	.....
"	LGA BO	1.28	.96	.20	Su,M,T,Th,F
"	IDL AF	1.28	.89	.20	Dly
"	BOS AF	1.25	.86	.20	.....
"	IDL K	1.28	.89	.15	Dly except Su
"	EWR TC	1.15	.80	.25	.....
"	IDL S	1.26	.96	....	M,Th,Sa
Stornoway, Scotland	LGA AO*	1.06	.81	.15	M,W,Sa
"	BOS AO*	1.03	.79	.15	M
Stuttgart, Germany	LGA P	1.25	.94	.15	T,Sa
"	BOS P	1.22	.92	.15	T
"	IDL K	1.23	.94	.15	Th,Sa
"	IDL AF	1.25	.94	....	.....
"	BOS AF	1.22	.92	....	.....
"	IDL SS	1.25	.94	.20	Su,M,W,F,Sa
Sundsvall, Sweden	IDL SS	1.36	1.02	.20	Dly
Suva, Fiji Islands	LAX P	1.75	1.32	.15	T,Sa
"	SFO P	1.75	1.32	.15	T,Sa
"	SFO BC	1.75	1.31	.15	M,Th,F
"	HJR BC	1.04	.78	.15	M,Th,F
"	VR BC	1.86	1.39	.15	M,Th,F
Sydney, Australia	LAX P	2.36	1.77	.15	T,Sa
"	SFO P	2.36	1.77	.15	T,Sa
"	PDX P	2.36	1.77	.15	Su
"	SEC P	2.36	1.77	.15	Su
"	LGA BO	3.78	2.84	.20	Su,M,T,Th,F
"	SFO BO*	2.36	1.77	.15	.....
"	GFO BC	2.36	1.77	.15	M,Th
"	HJR BC	1.68	1.26	.15	M,Th
"	VR BC	2.17	1.63	.15	M,Th
"	OAK TR	2.12	1.57	.20	.....
Sydney, N. S.	BOS T*	2.99	.0895	....	Dly
Talara, Peru	MIA P	.84	.63	.15	Dly
"	MSY P	.92	.71	.15	Dly
"	HOU P	.85	.73	.15	Dly
"	BRO P	.95	.73	.15	Dly
"	CRP P	.95	.73	.15	Dly
"	NLD P	1.15	.....	.15	.....
"	LAX P	1.28	.97	.15	Dly
Tamatave, Madagascar	IDL AF	3.50	2.62	.20	Weekly
"	BOS AF	3.47	2.60	.20	.....
Tampico, Mexico	HOU P	.15	.11	.15	Dly
"	BRO P	.10	.08	.15	Dly
"	CRP P	.13	.10	.15	Dly
"	LAX P	.76	.....	.15	Dly
Tananarive, Madagascar	IDL AF	3.45	2.59	.20	Weekly
"	BOS AF	3.42	2.57	.20	.....
Tangier, Morocco	LGA AO*	1.51	1.20	.15	Dly
"	BOS AO*	1.48	1.18	.15	Su,Th
"	IDL AF	1.61	1.21	.20	.....
"	BOS AF	1.58	1.19	.20	.....
"	IDL S*	1.63	1.22	....	M,Th,Sa
Tapachula, Mexico	MIA P	.42	.31	.15	M,W,F
"	MSY P	.39	.29	.15	M,W,F
"	HOU P	.42	.31	.15	M,W,F
"	BRO P	.34	.25	.15	M,W,F
"	CRP P	.37	.28	.15	M,W,F
"	LAX P	.88	.....	.15	M,W,F
Tegucigalpa, Honduras	MIA P	.47	.34	.15	Dly
"	MSY P	.44	.32	.15	Dly
"	HOU P	.50	.38	.15	Dly
"	BRO P	.45	.33	.15	Dly
"	CRP P	.48	.35	.15	Dly
"	NLD P	.48	.35	.15	Dly
"	LAX P	.61	.48	.10	Dly
"	MSY TA	.43	.32	....	M,W,F
"	MEX TA	.23	.17	....	T,Th,Sa
Teheran, Iran	LGA AO*	2.10	1.58	.15	Dly
"	BOS AO*	2.07	1.56	.15	Su,Th
"	LGA C*	1.83	1.37	.30	.....
"	DCA C*	1.83	1.37	.30	.....
"	LGA BO	2.08	1.56	.20	Su,M,T,Th,F
"	IDL AF	1.85	1.39	.20	Weekly
"	BOS AF	1.82	1.37	.30	.....
"	IDL K	1.85	1.39	.15	F
"	IDL SS	2.08	1.56	.20	Su,M,W,F,Sa
"	EWR TC	1.70	1.39	....	Frequently
Tela, Honduras	MSY TA	.46	.35	....	M,W,F
"	MEX TA	.23	.20	....	T,Th,Sa
Tientsin, China	SFO NW*	2.67	2.05	.15	Four Wkly
"	PDX NW*	2.67	2.05	.15	Four Wkly
"	PIT NW*	2.87	2.20	.15	Four Wkly
"	LGA NW*	2.90	2.22	.15	Four Wkly
"	CHI NW	2.83	2.17	.15	Four Wkly
"	CLE NW	2.86	2.19	.15	Four Wkly
"	YIP NW*	2.85	2.18	.15	Four Wkly
"	LAX NW*	2.67	2.05	.15	Four Wkly
"	MKE NW	2.83	2.17	.15	Four Wkly
"	MPS NW*	2.81	2.15	.15	Four Wkly
"	DCA NW*	2.88	2.20	.15	Four Wkly
"	SEC NW	2.67	2.05	.15	Four Wkly
Tokyo, Japan	LGA P	3.24	2.79	.15	W
"	LGA BO	3.27	2.45	.20	Su,M,T,Th,F
"	BOS P	3.21	2.77	.15	W
"	LAX P	2.35	1.76	.15	M,Th,Sa
"	SFO P	2.35	1.76	.15	Su,T,F
"	PDX P	2.35	1.76	.15	W
"	SEC P	2.35	1.76	.15	W
"	EDF NW	2.25	1.69	.15	Four Wkly
"	CHI NW*	2.51	1.88	.15	Four Wkly
"	CLE NW*	2.54	1.91	.15	Four Wkly
"	YIP NW*	2.53	1.90	.15	Four Wkly
"	LAX NW	2.35	1.76	.15	Four Wkly
"	MKE NW*	2.51	1.88	.15	Four Wkly
"	MPS NW	2.49	1.87	.15	Four Wkly
"	LGA NW	2.58	1.94	.15	Four Wkly
"	PIT NW	2.55	1.91	.15	Four Wkly
"	PDX NW	2.35	1.76	.15	Four Wkly
"	SFO NW*	2.35	1.76	.15	Four Wkly
"	DCA NW	2.56	1.92	.15	Four Wkly
"	OAK TR	1.80	1.31	.12½	.....
Toronto, Ont., Canada	LGA A	.12	.07	.04	Dly
"	LGA T*	1.76	.041	.10	Dly
Trieste, Italy	IDL AF	1.36	1.02	....	.....
"	BOS AF	1.33	1.00	....	.....
Trinidad, Cuba	MIA P	.15	.11	.15	Dly
Tripoli, Libya	LGA AO*	1.52	1.24	.15	Dly
"	BOS AO*	1.49	1.22	.15	Su,Th
"	LGA BO	1.52	1.14	.20	Su,M,T,Th,F
"	IDL AF	1.37	.97	....	.....
"	BOS AF	1.34	.95	....	.....
"	BOS TW	1.49	1.11	.15	.....
"	CHI TW	1.58	1.20	.15	.....
"	YIP TW	1.56	1.18	.15	.....
"	LGA TW	1.52	1.14	.15	.....
"	PHL TW	1.53	1.15	.15	.....
"	DCA TW	1.54	1.16	.15	.....
Trondheim, Norway	IDL SS	1.29	.97	.20	T,W,Th,Sa
Trujillo, Honduras	MSY TA	.49	.37	....	M,W,F
"	MEX TA	.28	.22	....	T,Th,Sa
Tsinan, China	CHI NW*	2.79	2.13	.15	Four Wkly
"	CLE NW*	2.82	2.15	.15	Four Wkly
"	YIP NW*	2.81	2.14	.15	Four Wkly
"	LAX NW*	2.63	2.01	.15	Four Wkly
"	MKE NW*	2.79	2.13	.15	Four Wkly
"	MPS NW*	2.77	2.11	.15	Four Wkly
"	LGA NW*	2.86	2.18	.15	Four Wkly
"	PIT NW*	2.83	2.16	.15	Four Wkly
"	PDX NW*	2.63	2.01	.15	Four Wkly
"	SFO NW*	2.63	2.01	.15	Four Wkly
"	SEC NW*	2.63	2.01	.15	Four Wkly
"	DCA NW*	2.84	2.16	.15	Four Wkly
Tsingtao, China	CHI NW*	2.76	2.10	.15	Four Wkly
"	CLE NW*	2.79	2.12	.15	Four Wkly
"	YIP NW*	2.78	2.11	.15	Four Wkly
"	LAX NW*	2.60	1.98	.15	Four Wkly
"	MKE NW*	2.76	2.10	.15	Four Wkly
"	MPS NW*	2.74	2.08	.15	Four Wkly
"	LGA NW*	2.83	2.15	.15	Four Wkly
"	PIT NW*	2.80	2.13	.15	Four Wkly
"	PDX NW*	2.60	1.98	.15	Four Wkly
"	SFO NW*	2.60	1.98	.15	Four Wkly
"	SEC NW*	2.60	1.98	.15	Four Wkly
"	DCA NW*	2.81	2.13	.15	Four Wkly
Tucuman, Argentina	MIA P	1.31	.89	.15	F
"	MSY P	1.44	1.08	.15	F
"	HOU P	1.48	1.11	.15	Th
"	BRO P	1.44	1.08	.15	Th
"	CRP P	1.46	1.10	.15	Th
"	NLD P	1.50	.....	.15	Th
"	LAX P	1.56	1.17	.15	Th
Tumaco, Colombia	MIA P	.73	.49	.15	Su,Th
"	LGA P	.84	.60	.15	Su,Th
"	MSY P	1.14	.....	.15	Su,Th
"	HOU P	1.25	.....	.15	W,Sa
"	BRO P	1.17	.....	.15	W,Sa
"	CRP P	1.20	.....	.15	W,Sa
"	NLD P	1.19	.....	.15	W,Sa
"	LAX P	1.44	.....	.15	Th
Tunis, Tunisia	LGA AO*	1.57	1.16	.15	M,W,Sa
"	BOS AO*	1.55	1.14	.15	M
"	IDL AF	1.37	.97	.20	Four Wkly
"	BOS AF	1.34	.98	.20	Four Wkly
"	IDL K	1.37	.97	.15	M,Th
"	LGA TW	1.44	1.08	.12	Su
Tuxpan, Mexico	HOU P	.26	.....	.15	Dly
"	BRO P	.18	.....	.15	Dly
"	CRP P	.21	.....	.15	Dly
"	LAX P	.74	.....	.15	Dly
Tuxtla Gutierres, Mexico	MIA P	.62	.....	.15	Dly
"	MSY P	.59	.....	.15	Dly
"	HOU P	.50	.....	.15	Dly
"	BRO P	.42	.....	.15	Dly
"	CRP P	.45	.....	.15	Dly
"	LAX P	.83	.....	.15	Dly
Usumbura, Belgian Congo	IDL S	2.23	1.67	....	M,Th,Sa
Uyuni, Bolivia	MIA P	1.22	.87	.15	F
"	MSY P	1.36	1.02	.15	F
"	HOU P	1.42	1.06	.15	Th
"	BRO P	1.37	1.03	.15	Th
"	CRP P	1.40	1.05	.15	Th
"	NLD P	1.39	.....	.15	Th
"	LAX P	1.52	1.14	.15	Th
Vancouver, B. C., Can.	SEC U	.04	.021	.10	Dly
"	LGA U	.96	.255	.10	Dly
"	LGA T*	10.13	.375	....	Dly
"	SFO BO*	.11	.08	.15	.....
"	SFO BC	.11	.08	....	W,Sa
"	HJR BC	.82	.61	....	.....
Varadero, Cuba	MIA P	.12	.09	.15	Dly
Venice, Italy	IDL AF	1.38	1.04	....	.....
"	BOS AF	1.35	1.01	....	.....
Veracruz, Mexico	MIA P	.57	.....	.15	Dly
"	MSY P	.53	.....	.15	Dly
"	HOU P	.36	.....	.15	Dly
"	BRO P	.28	.....	.15	Dly
"	CRP P	.31	.....	.15	Dly
"	LAX P	.76	.....	.15	Dly
"	DAL B	.42	.....	....	Dly
"	FTW B	.43	.....	....	Dly
"	LRD B	.28	.....	....	Dly
"	SAT B	.35	.....	....	Dly
Victoria, Brazil	LGA P	1.66	.....	.20	M,W,Sa
"	MIA P	1.41	.....	.20	M,W,Sa
"	MSY P	1.59	.....	.20	M,W,Sa
"	HOU P	1.81	.....	.20	M,W,Sa
"	BRO P	1.73	.....	.20	Su,T,F
"	CRP P	1.76	.....	.20	Su,T,F
"	NLD P	1.76	.....	.15	Su,T,F
"	LAX P	2.03	.....	.20	Su,T,W

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Victoria, B. C.	LGA T*	10.13	.375	...	Dly
Victoria de las Tunas, Cuba	MIA P	.15	.11	.10	Dly
Victoria Falls, So. Rhodesia	LGA BO	2 23	1 67	.20	Su,M,T,Th,F
Vienna, Austria	LGA P	1 36	96	.20	Dly
"	BOS P	1 33	94	.20	Dly except Sa
"	LGA AO*	1 36	96	.15	Dly
"	BOS AO*	1 33	94	.15	Su,Th
"	LGA SI	1 35	.80	.25	Frequently
"	LGA TR	1 05	.90	.12½	.....
"	HFD TR	1 05	.90	.12½	.....
"	LGA C*	1 34	.94	.30	.....
"	DCA C*	1 34	.94	.30	.....
"	LGA BO	1 34	1 01	.20	Su,M,T,Th,F
"	IDL AF	1 36	.96	.20	.....
"	BOS AF	1 32	.94	.20	.....
"	EWR TC	1 20	.80	.25	.....
"	IDL SS	1 34	1 01	.20	Su,M,W,F,Sa
Villahermosa, Mexico	MIA P	.47	.....	.10	Dly
"	MSY P	.42	.....	.10	Dly
"	HOU P	.48	.....	.10	Dly
"	BRO P	.40	.....	.10	Dly
"	CRP P	.43	.....	.10	Dly
"	LAX P	.82	.....	.10	Dly
Villavicencio, Colombia	MIA P	.65	.44	.10	Dly
"	MSY P	1.12	.....	.20	Dly
"	HOU P	1 23	.....	.20	Dly
"	BRO P	1 15	.....	.20	Dly
"	CRP P	1.18	.....	.20	Dly
"	NLD P	1 17	.....	.15	Dly
"	LAX P	1 42	.....	.20	Dly
Visby, Sweden	IDL SS	1 35	1 01	.20	Dly
"	LGA AO*	1 34	.94	.15	Su,M,W,F
"	BOS AO*	1 31	.91	.15	W,F
Wadi Haifa, Aug. Eg. Sudan	LGA BO	1 95	1 46	.20	Su,M,T,Th,F
Wake Island	LAX P	1 54	1 16	.20	M,Th,Sa
"	SFO P	1 54	1 16	.20	Su,T,Th,F
"	PDX P	1 54	1 16	.15	W
"	SEC P	1 54	1 16	.15	W
"	OAK TR	1 39	1 01	.15	.....
Warsaw, Poland	LGA AO*	1 43	1 04	.15	M,F
"	IDL SS	1 43	1 06	.20	Su,M,W,F,Sa
"	IDL AF	1 43	1 07	.20	.....
"	BOS AF	1 40	1 05	.20	.....
"	IDL S*	1 42	1 02	.....	M,Th,S
"	IDL SR	1 43	1 06	.....	Su,W
Whitehorse, Canada	SEC P	.35	.14	.10	T,Sa
Windsor, Ont., Canada	LGA A	.20	.....	...	Dly
"	CHI A	.12	.....	...	Dly
"	LGA T*	2 14	.056	...	Dly
"	CHI T	.12	.....	...	Dly
Winnipeg, Man., Can.	LGA T*	5.75	.20	...	Dly
"	GFK W	.04	.....	...	Dly
Yaounde, Fr. Eq. Africa	IDL AF	2 26	1.70	...	.....
"	BOS AF	2 23	1 67	...	.....
Ziguinchor, Fr. W. Africa	IDL AF	1.79	1 34	...	.....
"	BOS AF	1 76	1 32	...	.....
Zinder, Fr. W. Africa	IDL AF	2 30	1 73	...	.....
"	BOS AF	2 27	1 70	...	.....
Zurich, Switzerland	LGA AO*	1 25	.98	.15	Dly
"	BOS AO*	1 22	.96	.15	Su,Th
"	IDL SR	1 23	92	...	Su,W
"	IDL SS	1 25	.94	.20	Su,M,W,F,Sa
"	IDL S	1 22	92	...	M,Th,Sa
"	LGA TR	1.20	.80	.12½	.....
"	HFD TR	.95	.80	.12½	.....
"	IDL SW	1 00	.80	.20	.....
"	LGA C*	.95	.87	.30	.....
"	DCA C*	1.18	.87	.30	.....
"	IDL AF	1.19	.88	.20	Six Weekly
"	BOS AF	1.18	.86	.20	.....
"	IDL K	1.20	.89	.15	Dly except Sa
"	LGA BO	1 23	92	.20	Su,M,T,Th,F
"	EWR TC	1.22	.70	...	Frequently
"	LGA TW	1.19	.88	.20	Su,W,Th

International Air Cargo Rates are a standard feature in AIR TRANSPORTATION. This is another typical service for air shippers who require up-to-the-minute data. The rates appearing in this issue were current at presstime.

Current Net Advisory Rates for War, Strikes, Riots, Etc. Generally in Use in American Marine Insurance Markets for Mail & Air Shipments

(Excluding All Shipments to, from, or via China, Arabia, Egypt, Lebanon, Israel, Syria, and Trans-Jordan)

Schedule Dated July 1, 1949

A—Registered Mail, excluding Registered Air Mail and Air Express:

All securities, including non-negotiables, documents and similar interests—20% of Cargo Rates, with 1½c minimum.

Currency including jewelry, precious stones and metals, etc.; also miscellaneous cargo—100% of Cargo Rates.

B—Registered Air Mail and/or Air Express and/or other shipments by air: Western Hemisphere excluding shipments between points in Continental United States and/or Canada:

All securities, including non-negotiables, documents and similar interests.....1½c%

All other classes of property 2½c%

UNITED STATES or CANADA to or from:	Gold, All Securities, including non-negotiables, documents and similar interests	All Other interests
1. (a) British Isles, Eire, Sweden, France, Holland, Belgium, Portugal, Spain, Switzerland, Iceland and Greenland	1½c%	2½c%
(b) Italy	2½c%	5c%
2. Africa except Egypt	1½c%	2½c%
3. Cyprus, Turkey, Greece, Iran and Iraq	2½c%	5c%
4. Afghanistan and Ceylon (If direct)	3¾c%	7½c%
5. India and Pakistan	6¼c%	12½c%
6. Australasia	1½c%	2½c%
7. Philippine Islands	3¾c%	7½c%

C—Ordinary Parcel Post, Government Insured Parcel Post, Registered Post, Ordinary Mail (Excluding Air Mail) except

(A) United States to from Mexico 2½c%, provided assured agrees to pay reduced rate on all shipments, otherwise individual shipments at full cargo schedule rate.

(B) United States or Canada to or from Hawaiian Islands—Transpacific Cargo Rate.

D—Express (Excluding Air Express)—Charge Cargo War Risk Schedule Rates.

(REG. U.S. PAT. OFF.)

NEWEST transatlantic service is KLM Royal Dutch Airlines' Amsterdam-Montreal-Havana-Curacao run. Constellations depart every Sunday and Thursday from Holland, arriving the next day in Montreal, and continuing to Havana and Curacao. Return flights leave the West Indies on Tuesdays and Saturdays. The new run gives Canada its first direct air connection with the mainland of Europe.

* * * * *

American Airlines' air freight totals continued its steady upward climb last April with a new high of 3,288,277 ton-miles—nearly double the April, 1948 mark. Mail ton-miles dropped to 796,801 from the March total of 813,746. Express, however, increased by 7,301 ton-miles over March, although 17.2 percent below the comparative month a year ago.

* * * * *

TWA also set a new air freight high in April, exceeding the company's previous best revenue month (December, 1948) by $5,000. Flown that month was a shipment of 18,000 pounds, the largest handled by TWA on a single waybill.

President Ralph S. Damon has announced the purchase of 20 *Constellations* for service on domestic and international routes. Cost will be $20,000,000.

* * * * *

Ten years ago the passenger revenues of Northwest Airlines were lower than the company's air freight revenues are today—and you have Vice President-Comptroller E. I. Whyatt's word for it! The April cargo figures, recently released, showed NWA to have enjoyed an increase of 170 percent in revenue and 207 percent in volume over the same period last year. For the first four months of the year, as compared with January-April, 1948, the carrier showed an increase of 195 percent in revenue and 271 percent in ton-miles flown.

NWA reports that one evidence that cargo loads are getting bigger recently turned up at Wold-Chamberlain Field, the Minneapolis-St. Paul airport. An old set of scales which the line had been using to weigh its cargo was replaced by a new one, increasing the maximum poundage from 400 to 1,000 pounds. Statistics show that average cargo payloads are running 8,000 to 10,000 pounds on domestic flights.

It won't be long before NWA inaugurates transcontinental service with its new fleet of *Stratocruisers*. According to tentative schedules, there will be through flights between New York and Seattle, and local flights between New York and Minneapolis-St. Paul. Eventually, additional Boeing ships will be placed in service on NWA's routes to Alaska, Hawaii, and the Orient.

* * * * *

Western Air Lines now lays claim to having flown the strangest shipment in air transportation history—two million ants, shipped by Delyn Hornaday, "Ant King of the World." The cargo, which left Los Angeles Airport, was consigned to an advertising agency in Minneapolis.

Glenn L. Martin, famous aircraft manufacturer (right), is congratulated by French Ambassador Henri Bonnet on his becoming an officer of the National Legion of Honor. Martin was honored for his outstanding services to France.

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Some 22 tons of Panama hats—fully 600,000 of them!—were flown by Panagra from Ecuador to the United States in a three-week period. Panagra recently cut its commodity rates on Panama hats from $1.25 to 80¢ a kilo delivered in New York. (No, it's not a typographical error. Panama hats *do* come from Ecuador.)

* * * * *

An increase of 187 percent in air traffic over the North Atlantic during the company's second operational year, which ended May 10, has been reported by Seaboard and Western Airlines. S&W flew 6,403,410 ton-miles in the year just completed, as contrasted with the 2,228,643 ton-miles flown in its first year. Operating five Skymasters, the air freight line made a total of 584 transatlantic crossings during the two years.

* * * * *

Eastern Air Lines has applied to the CAB for authority to extend its present routes to 19 cities in Central and South America, the West Indies, and points in the Caribbean area.

Previously, before the Senate Commerce Committee, EAL President Eddie Rickenbacker stated that his company is willing to take over the domestic operations of five lines—Delta, Capital, Chicago and Southern, Colonial, and National—without mail subsidies. He claimed that it would save the Government nearly 10½ million dollars a year.

* * * * *

Did you hear about those five Spanish-speaking parrots and 10 macaws, flown from Costa Rica to Holland by Pan Am, who were so fed up with their cage that they ate right through it? They spent an unscheduled day at Miami to permit a carpenter to build a new cage.

* * * * *

Beginning July 1, British South American Airways begins operating through Panama, dropping Barranquilla, Colombia, as a stop on its route down the west coast of South America to Santiago, Chile.

* * * * *

Mid-Continent Airlines reveals that its April air freight revenues and boardings set new all-time highs for the company. Total shipments were 46 percent above the April, 1948, figure, and five percent above the March, 1949, mark.

* * * * *

No one ever hears about California cotton, but the truth of the matter is that in a six-month period ended April, United Air Lines flew some 40,000 pounds. United says that cotton men of Fresno have indicated that next season's air shipments may reach 15,000 pounds a day.

* * * * *

Ground handling of air cargo was included in the subjects discussed at the recent Ground Transportation Forum sponsored by the Aviation Division, New York Board of Trade.

* * * * *

Bouquets to Cleveland for its new facilities which permit all-weather cargo flights between that city and Newark. Working together with ILS is a 1,650-foot long row of the world's brightest lights designed and built by Westinghouse. Twenty-two lights, 11 of which have a brilliance of 11 billion candlepower each, flash in rapid sequence at the rate of 40 times a minute. The effect is that of a stroke of lightning, guiding the fog-bound pilot to the runway. GCA probably will be installed this Fall.

* * * * *

The CAB has issued a foreign air carrier permit to Caribbean International Airways, Ltd., authorizing non-scheduled foreign air transportation of persons, property, and mail for a period of two years between the Cayman Islands and Tampa.

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AIR FREIGHT FORWARDERS

Peter A. Bernacki: One of the largest air freight forwarding firms in the country, this firm has been certificated by the Civil Aeronautics Board. Headquarters are in Philadelphia, and a Metropolitan Division is maintained in New York. Said Bernacki, in making known the certification of his company:

"We have been consistent supporters of the future of air freight. I personally have conducted a survey of the potentialities in this brand new industry, and it is my unswerving opinion that before long it will become one of the giant industries of our country. I also believe that the day will soon come when the passenger airlines will be making more money from the carriage of cargo than they will from the carriage of passengers."

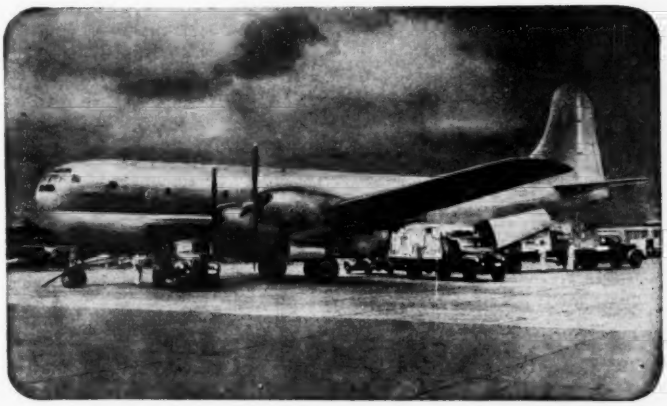
Massce-Barnett Company, Inc.: William Barnett, president, is in Europe on an extended business tour. His itinerary includes England, France, Belgium, Holland, Italy, Denmark, Norway, and Sweden. In his meetings with Massce-Barnett agents, he is discussing plans and policies concerning future business activities. Barnett is on record as believing there will be a general increase in international business activity because of (1) the favorable results of the Marshall Plan, and (2) the improvement of economic conditions in Western Europe.

William Barnett

Searail Shipping Company: Formerly associated with H. Z. Bernstein, Inc., Seymour Rosenberg has opened his own foreign freight forwarding and customs brokerage firm at 154 Nassau Street, New York. Telephone: REctor 2-4354.

Cosmo Universal: According to word from Expreso Aereo Interamericano, this company, located at 173 West 97th Street, New York, has been appointed EAI agents in the United States. George J. Jessel, supervisor of United States operations, works out of the Miami office; William Colson, traffic manager, is in New York.

Air Cargo Insurance



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BOOKS

GENE KROPF, author of **Airline Traffic Procedures** (McGraw-Hill Book Company, 330 West 42nd Street, New York; 406 pages; $5.50), who heads the Aviation Operations School, Parks College of Aeronautical Technology of St. Louis University, has written a valuable text book. Complete and authoritative, it is just the book for the student of airline traffic problems . . . **The House of Goodyear,** by Hugh Allen (Corday and Gross Company, 1771 East 25th Street, Cleveland, Ohio; 708 pages; $3.00), is actually the story of the rubber industry in this country. An epic of success . . . **The Aviation Mechanic's Aircraft Manual,** by John W. Vale, Jr. (McGraw-Hill Book Company, 330 West 42nd Street, New York; 748 pages; $6.00) is an A-to-Z ground-school course for the aircraft mechanics student. Complete in every sense . . . Harold W. Seibert's book, **High-Speed Aerodynamics** (Prentice-Hall, Inc., 70 Fifth Avenue, New York; 289 pages; $6.00), is another text of high value. Written specifically for engineers . . . Continuing the fast pace is George P. Sutton's **Rocket Propulsion Elements** (John Wiley and Sons, Inc., 440 Fourth Avenue, New York; 294 pages; $4.50) which ably presents the basic elements and technical problems of rocket propulsion, with descriptions of the physical mechanisms and designs of rocket propulsion systems . . . **Aircraft Maintenance and Repair,** by the Technical Development Staff of Northrop Aeronautical Institute (McGraw-Hill Book Company, 330 West 42nd Street, New York; 444 pages; $6.00) is a top-flight job on the subject. Liberally illustrated. Text is well-planned.

South America Rediscovered (University of Minnesota Press, Minneapolis 14, Minnesota; 285 pages; $4.00) hits a good angle: the southern continent as it was a century ago and as it appeared to foreigners. Interesting . . . Another in the Invitation to Travel Series is Carleton Beal's **The Long Land—Chile** (Coward-McCann, Inc.; 244 pages; $4.00). Here is the land made understandable to Americans. A good addition to an excellent series . . . Lyman and Ellen Judson's book, **Let's Go to Colombia** (Harper and Brothers, 49 East 33rd Street, New York; 332 pages; $4.00) takes Colombia apart for the traveler and hands it to him piecemeal on a silver platter. A worthy guide to the country. . . . Winding up in South America is Victor Wolfgang von Hagen's **Ecuador and the Galapagos Islands** (University of Oklahoma Press, Norman, Oklahoma; 290 pages; $3.75). An informal history of an interesting country.

We like Edwin Valentine Mitchell's **It's an Old Cape Cod Custom** (Vanguard Press, 424 Madison Avenue, New York; 242 pages; $3.00) which is as fascinating as it is enjoyable. The latest in the American Customs Series . . . **You Must See Canada** (Ziff-Davis Publishing Company, 350 Fifth Avenue, New York; 192 pages; $2.75) is a practical guidebook ably penned with wit and humor by Cecil Carnes. Photos, too . . . **In Most of the World** (Columbia University Press, Morningside Heights, New York; 917 pages; $5.50), edited by Ralph Linton, the reader will find a dozen chapters on the peoples of Africa, Latin America, and the East, authored by 14 social scientists. Valuable information . . . General Holland M. "Howlin' Mad" Smith gives out with a vengeance in his **Coral and Brass** (Charles Scribner's Sons, 597 Fifth Avenue, New York; 289 pages; $3.00). The Marine general writes vigorously and he steps on quite a few toes.

One of the finest business tools in America, the Beechcraft *Bonanza*, reaches its 2,000th sale with delivery to V. B. Litkins (left), of the Flying L Ranch, Davis, Oklahoma. Walter H. Beech, president of Beechcraft (right), personally delivers the plane to its purchaser.

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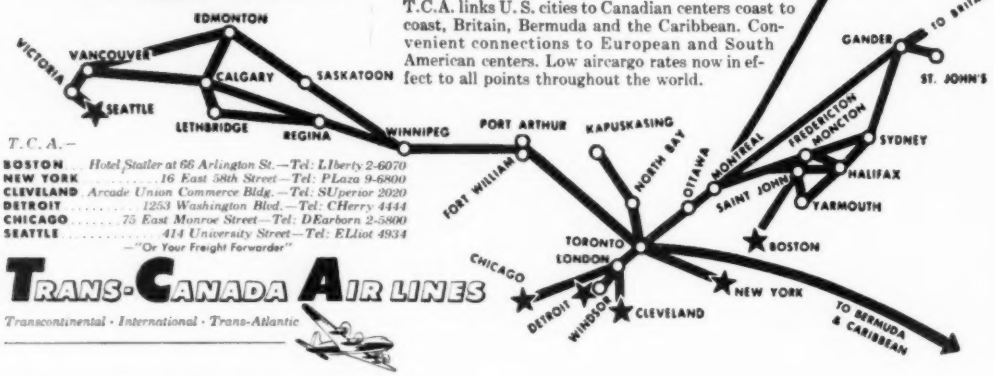

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	Cents	Cents
1 and 2	55	4
3	60	8
4	65	14
5	70	24
6	75	33
7	75	45
8	80	65

Weight	Zones 1 and 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7	Zone 8
Over 8 ounces to—							
1 pound	$0.55	$0.60	$0.65	$0.70	$0.75	$0.75	$0.80
2 pounds	.59	.68	.79	.94	1.08	1.20	1.45
3 pounds	.63	.76	.93	1.18	1.41	1.65	2.10
4 pounds	.67	.84	1.07	1.42	1.74	2.10	2.75
5 pounds	.71	.92	1.21	1.66	2.07	2.55	3.40
6 pounds	.75	1.00	1.35	1.90	2.40	3.00	4.05
7 pounds	.79	1.08	1.49	2.14	2.73	3.45	4.70
8 pounds	.83	1.16	1.63	2.38	3.06	3.90	5.35
9 pounds	.87	1.24	1.77	2.62	3.39	4.35	6.00
10 pounds	.91	1.32	1.91	2.86	3.72	.480	6.65
11 pounds	.95	1.40	2.05	3.10	4.05	5.25	7.30
12 pounds	.99	1.48	2.19	3.34	4.38	5.70	7.95
13 pounds	1.03	1.56	2.33	3.58	4.71	6.15	8.60
14 pounds	1.07	1.64	2.47	3.82	5.04	6.60	9.25
15 pounds	1.11	1.72	2.61	4.06	5.37	7.05	9.90
16 pounds	1.15	1.80	2.75	4.30	5.70	7.50	10.55
17 pounds	1.19	1.88	2.89	4.54	6.03	7.95	11.20
18 pounds	1.23	1.96	3.03	4.78	6.36	8.40	11.85
19 pounds	1.27	2.04	3.17	5.02	6.69	8.85	12.50
20 pounds	1.31	2.12	3.31	5.26	7.02	9.30	13.15
21 pounds	1.35	2.20	3.45	5.50	7.35	9.75	13.80
22 pounds	1.39	2.28	3.59	5.74	7.68	10.20	14.45
23 pounds	1.43	2.36	3.73	5.98	8.01	10.65	15.10
24 pounds	1.47	2.44	3.87	6.22	8.34	11.10	15.75
25 pounds	1.51	2.52	4.01	6.46	8.67	11.55	16.40
26 pounds	1.55	2.60	4.15	6.70	9.00	12.00	17.05
27 pounds	1.59	2.68	4.29	6.94	9.33	12.45	17.70
28 pounds	1.63	2.76	4.43	7.18	9.66	12.90	18.35
29 pounds	1.67	2.84	4.57	7.42	9.99	13.35	19.00
30 pounds	1.71	2.92	4.71	7.66	10.32	13.80	19.65
31 pounds	1.75	3.00	4.85	7.90	10.65	14.25	20.30
32 pounds	1.79	3.08	4.99	8.14	10.98	14.70	20.95
33 pounds	1.83	3.16	5.13	8.38	11.31	15.15	21.60
34 pounds	1.87	3.24	5.27	8.62	11.64	15.60	22.25
35 pounds	1.91	3.32	5.41	8.86	11.97	16.05	22.90
36 pounds	1.95	3.40	5.55	9.10	12.30	16.50	23.55
37 pounds	1.99	3.48	5.69	9.34	12.63	16.95	24.20
38 pounds	2.03	3.56	5.83	9.58	12.96	17.40	24.85
39 pounds	2.07	3.64	5.97	9.82	13.29	17.85	25.50
40 pounds	2.11	3.72	6.11	10.06	13.62	18.30	26.15
41 pounds	2.15	3.80	6.25	10.30	13.95	18.75	26.80
42 pounds	2.19	3.88	6.39	10.54	14.28	19.20	27.45
43 pounds	2.23	3.96	6.53	10.78	14.61	19.65	28.10
44 pounds	2.27	4.04	6.67	11.02	14.94	20.10	28.75
45 pounds	2.31	4.12	6.81	11.26	15.27	20.55	29.40
46 pounds	2.35	4.20	6.95	11.50	15.60	21.00	30.05
47 pounds	2.39	4.28	7.09	11.74	15.93	21.45	30.70
48 pounds	2.43	4.36	7.23	11.98	16.26	21.90	31.35
49 pounds	2.47	4.44	7.37	12.22	16.59	22.35	32.00
50 pounds	2.51	4.52	7.51	12.46	16.92	22.80	32.95
51 pounds	2.55	4.60	7.65	12.70	17.25	23.25	33.30
52 pounds	2.59	4.68	7.79	12.94	17.58	23.70	33.95
53 pounds	2.63	4.76	7.93	13.18	17.91	24.15	34.60
54 pounds	2.67	4.84	8.07	13.42	18.24	24.60	35.25
55 pounds	2.71	4.92	8.21	13.66	18.57	25.05	35.90
56 pounds	2.75	5.00	8.35	13.90	18.90	25.50	36.55
57 pounds	2.79	5.08	8.49	14.14	19.23	25.95	37.20
58 pounds	2.83	5.16	8.63	14.38	19.56	26.40	37.85
59 pounds	2.87	5.24	8.77	14.62	19.89	26.85	38.50
60 pounds	2.91	5.32	8.91	14.86	20.22	27.30	39.15
61 pounds	2.95	5.40	9.05	15.10	20.55	27.75	39.80
62 pounds	2.99	5.48	9.19	15.34	20.88	28.20	40.45
63 pounds	3.03	5.56	9.33	15.58	21.21	28.65	41.10
64 pounds	3.07	5.64	9.47	15.82	21.54	29.10	41.75
65 pounds	3.11	5.72	9.61	16.06	21.87	29.55	42.40
66 pounds	3.15	5.80	9.75	16.30	22.20	30.00	43.05
67 pounds	3.19	5.88	9.89	16.54	22.53	30.45	43.70
68 pounds	3.23	5.96	10.03	16.78	22.86	30.90	44.35
69 pounds	3.27	6.04	10.17	17.02	23.19	31.35	45.00
70 pounds	3.31	6.12	10.31	17.26	23.52	31.80	45.65

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COUNTRY	1st 4 oz. or fraction	Each Addit. 4 oz. or frac.	1 lb.	2 lb.	3 lb.	5 lb.	10 lb.	Rate for Limit	Limit of Wgt.
Argentina	1.51	.76	3.79	6.83	9.87	15.95	31.15	103.36	44
Australia	1.62	1.27	5.43	11.91	18.39	31.35	63.75	70.23	11
Austria	1.05	.49	2.52	4.43	6.44	10.36	20.16	43.68	22
Azores	.71	.44	2.03	3.79	5.55	9.07	17.87	19.63	11
Bahamas	.83	.44	1.95	1.81	2.37	3.49	5.29	12.01	22
Belgian Congo	1.55	.79	3.75	6.91	10.07	16.39	32.19	139.63	44
Belgium	.98	.43	2.27	3.99	5.71	9.15	17.75	76.23	44
Bermuda	.76	.13	1.15	1.67	2.19	3.23	5.83	12.07	22
Bolivia (3)	1.08	.40	2.28	3.88	5.49	8.63	16.68	71.08	44
British Guiana	1.07	.39	2.24	3.80	5.36	8.48	16.28	35.00	22
Chile	1.31	.56	2.99	5.23	7.47	11.97	23.17	50.05	22
China (6)	1.43	1.08	4.67	8.99	13.31	21.95	43.55	316.35	50
Colombia	1.21	.40	2.42	4.02	5.62	7.92	15.92	67.12	44
Cuba (4)	.80	.15	1.25	1.85	2.45	3.65	6.65	13.85	22
Curacao	.72	.36	1.80	3.24	4.68	7.56	14.76	63.72	44
Czechoslovakia	.88	.48	2.32	4.24	6.16	10.00	19.60	84.88	44
Denmark (incl. Faroe Islands)	.97	.47	2.38	4.26	6.14	9.90	19.30	83.32	44
Dominican Republic	.86	.22	1.52	2.40	3.28	5.04	9.44	39.36	44
Ecuador	1.24	.33	2.23	3.55	4.87	6.51	13.11	57.99	44
Egypt	1.35	.64	3.37	5.83	8.29	13.51	26.31	57.03	22
Eire (Ireland)	.97	.37	2.08	3.56	5.04	8.00	15.40	16.88	11
Estonia	1.66	.63	3.55	6.07	8.59	13.63	26.22	56.47	22
Fiji Islands	1.67	1.00	4.67	8.67	12.67	20.67	40.67	88.67	22
Finland	.88	.51	2.41	4.45	6.49	10.57	20.77	90.13	44
France	1.22	.44	2.54	4.30	6.06	9.58	18.38	39.80	22
French Guiana	.79	.44	2.11	3.87	5.63	9.15	17.95	19.71	11
Germany	.95	.45	2.30	4.10	5.90	9.50	18.50	40.10	22
Gold Coast Colony	1.18	.64	3.10	5.66	8.22	13.34	26.14	56.86	22
Great Britain & No. Ireland	1.00	.41	2.23	3.87	5.51	8.79	16.99	36.67	22
Greece (incl. Crete and Dodecanese Islands)	1.07	.57	2.78	5.06	7.34	11.90	23.30	50.66	22
Guatemala	1.01	.25	1.76	2.76	3.76	5.76	10.76	44.76	44
Haiti	.72	.21	1.35	2.19	3.03	4.71	8.91	37.47	44
Honduras (5)	.78	.28	1.62	2.74	3.86	6.10	11.70	49.78	44
Hong Kong	1.74	1.39	5.91	11.47	17.03	28.15	55.95	122.67	22
Iceland	.89	.33	1.88	3.20	4.52	7.16	13.76	58.64	44
India	1.70	.96	4.58	8.42	12.26	19.94	39.14	85.22	22
Iraq	1.47	.72	3.63	6.51	9.39	15.15	29.55	127.47	44
Italy	1.08	.50	2.58	4.58	6.58	10.58	20.58	44.58	22
Latvia	1.66	.63	3.55	6.07	8.59	13.63	26.23	56.47	22
Lithuania	1.66	.63	3.55	6.07	8.59	13.63	26.23	56.47	22
Luxembourg	.98	.43	2.27	3.99	5.71	9.15	17.75	76.23	44
Mexico	.64	.18	1.18	1.90	2.62	4.06	11.26	45.74	44
Netherlands	.89	.14	2.21	3.97	5.73	9.25	18.05	77.89	44
New Zealand	1.82	1.17	5.33	10.01	14.69	24.05	47.45	52.13	11
Newfoundland (incl. Labrador) (4)	.76	.16	1.24	1.88	2.52	3.80	7.00	10.20	16
Nicaragua	.80	.29	1.67	2.83	3.99	6.31	12.11	51.55	44
Norway (incl. Spitsbergen)	1.02	.47	2.42	4.31	6.19	9.95	19.35	83.27	44
Philippines (7)	1.81	1.26	6.59	10.93	15.27	25.75	50.95	223.31	44
Portugal (1)	.77	.44	2.03	3.79	5.55	9.07	17.87	19.63	11
El Salvador	1.01	.26	1.80	2.86	3.10	5.18	10.38	45.74	44
Saudi Arabia (8)	1.56	.77	3.87	6.95	10.03	16.19	31.59	34.67	11
Siam	2.29	1.50	6.79	12.79	18.79	30.79	60.79	126.79	22
Surinam	.92	.41	2.15	3.79	5.43	8.71	16.91	72.67	44
Sweden	.85	.45	2.32	4.28	6.24	10.16	19.96	86.60	44
Switzerland	.92	.46	2.30	4.14	5.98	9.66	18.86	81.42	44
Syria (2)	1.22	.64	3.14	5.70	8.26	13.38	26.18	113.23	44
Trieste	1.08	.50	1.58	3.58	5.58	9.58	19.58	43.58	22
Trinidad and Tobago	1.03	.35	2.08	3.48	4.88	7.68	14.68	31.48	22
Tunisia	1.11	.54	2.73	4.89	7.05	11.37	22.17	95.61	44
Turkey	1.15	.57	2.86	5.14	7.42	11.98	23.38	100.90	44
Union of South Africa	1.31	.94	4.13	7.89	11.65	19.17	37.97	41.73	11
Union of Soviet Socialist Republics	1.66	.63	3.55	6.07	8.59	13.63	26.23	56.47	22
Uruguay	1.26	.76	3.54	6.58	9.62	15.70	30.90	134.56	44
Vatican City State	1.08	.50	1.58	3.58	5.58	9.58	19.58	43.58	22
Venezuela	1.27	.76	2.35	3.79	5.23	8.11	13.51	50.73	44

Note: Weight limits are set by the respective countries involved.)

(1) Limit of 22 pounds to Lisbon only.

(2) Chaba and Sakhad have an 11-pound limit; Bloudan, Tel Abiad, and Yabroud have a 22-pound limit.

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(4) Parcels weighing 8 ounces or less should not have customs declarations or parcel post stickers attached.

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(7) Parcels for the cities of Manila, Baguio, Iloilo, Cebu, Zamboanga, and Davao, and the municipality of Tacloban in the Province of Leyte may weigh up to 44 pounds. The weight limit for other places is 11 pounds, except that parcels containing only legal, educational, medical, or scientific books may weigh up to 22 pounds when addressed for delivery in cities in the Philippines.

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ERNIE BYFIELD, Chicago hotel man, looks with favor upon pliofilm-wrapped fresh Royal Chinook Columbia River salmon flown to Chicago from Portland, Oregon, via United.

MARKETS for AIRBORNE SEAFOODS

IV—BASIC AIRBORNE SEAFOOD MARKETING DATA

By
DR. SPENCER A. LARSEN
DR. WILLIAM REITZ
KATHERINE K. BURGUM

PART VI

IN preceding chapters, the abnormally low consumption of fresh fish and shellfish has been set forth, and some reasons cited for this condition. Some indication also has been presented of the potential increases in consumption which may be expected under ideal circumstances. Yet, the prospective air shipper still might be uncertain as to which species of fish may be most readily marketed under these conditions, which varieties are most amenable to air transportation. He might wonder, quite understandably, where these species originate, at what periods of the year and in what volume. And lastly, the question may arise as to whether such a theoretical presentation can be translated successfully into a practical, profitable operation. It is the purpose of this and subsequent chapters to project the answers to some of these questions and to offer a guide to the development of markets for airborne seafood.

In preparing a representative list of fin and shellfish usually consumed as fresh and traded in the fresh fish markets of the United States, numerous difficulties present themselves. There are more than 200 varieties of commercially caught fish. The selection of those which are routinely handled in the fresh fish markets is influenced by such factors as geographic location, the socio-economic characteristics and dietary habits of the population, oceanic conditions and species of fish caught, kinds and number of commercial fisheries, and transportation and market facilities.

In order to arrive at a satisfactory working list of fresh fish for the national scene, various sources were tapped and checked against one another. These sources included government bulletins and pamphlets, OPA trade reports, numerous recipe books, menu cards of famous seafood restaurants, inventory sheets and price lists of fish markets and chain stores, text books and research material dealing with food, etc. Last, but by no means least in importance, was the collective judgment of experts in the fish and food business and consumer surveys especially conducted in Kansas City, Chicago and Detroit.

These special surveys were made to determine what varieties of fish consumers in three representative cities particularly desired to have shipped in by air. The fin and shellfish named most frequently are given in Table C. In a separate questioning, Detroit restaurant consumers listed their primary choices, some of which they are at present unable to order. In order of the frequency in which they were mentioned, they are: pompano, red snapper, shrimp, salmon, lobster, swordfish, oysters, sturgeon, crabs and scallops. It will be noted that in most instances the fish thus nominated for air delivery were not native to the area.

Building upon experience gained in two previous studies of this nature, *Air Cargo Potential in Fresh Fruits and Vegetables* and *Air Cargo Potential in Drugs and Pharmaceuticals*, each species of fish was individually appraised on several so-called propensity factors. The factors used in connection with the fish study were (1) price per pound, (2) volume of catch in pounds, (3) monthly variation of catch, (4) perishability, and (5) consumer acceptability.

Previous experience in predicting air cargo potentials has indicated that relatively higher priced products more easily stand the additional premium which faster transportation commands than do lower priced commodities. Volume, on the other hand, generally forecasts inversely because of its negative effect upon price. Moreover, air cargo capacity for some time may be insufficient to serve adequately the volume shipper. The more pronounced the seasonal variation in the supply, the greater the need for faster transportation. If, for

TABLE C

FISH AND SHELLFISH MOST DESIRED FOR AIR SHIPMENT BY CONSUMERS IN KANSAS CITY, CHICAGO AND DETROIT

Relative Preference	Kansas City	Chicago	Detroit
1	Perch, Yellow	Whitefish	Shrimp
2	Swordfish	Lake Trout	Salmon
3	Salmon	Shrimp	Lobsters
4	Pompano	Scallops	Oysters
5	Smelt	Oysters	Scallops
6	Crabs	Salmon	Lake Trout
7	Shad	Perch	Halibut
8	Lake Trout	Haddock	Sturgeon
9	Flounder	Lobsters	Cod
10	Clams	Cod	Whitefish

instance, a species of fish is caught during a run of one or two weeks, quick widespread distribution is essential if maximum profits are to be obtained. (Such has been found to be the case with the strawberry crops of various localities, where the maturing season is very short.) Similarly, in the case of other perishables, the more perishable a product, the more limited is its merchandising possibility unless fast transportation, such as is offered by the airplane, can expand market areas and extend the merchandising life of the goods. Consumer acceptability works analogously; if a product enjoys an intense demand on the part of the consumers, it is more likely to carry the extra cost of speedier transportation.

In the salt water classification, there are seven species which earn an excellent rating, with sturgeon leading the potential parade to the airport with an index of 96, followed closely by pompano at 94. Both of these species are produced in comparatively small quantities, however, running to 105,000 and 685,000 pounds, respectively. Following—and produced in far greater volume—are swordfish, lemon sole, red snapper, striped bass and shad. These seven species grossed 30,957,000 pounds annually before the war.

Among fresh water fish, brook trout led all the rest with a propensity index of 100, followed closely by sturgeon, whitefish, ciscoes, lake trout, blue pike, smelt and sauger, in the excellent classification. These eight leading species gross 25,513,000 pounds annually.

In the shellfish division, western oysters are adjudged most amenable to air shipment, with an index of 108, followed by soft crabs, lobsters, bay scallops, razor clams, spiny lobsters, Pacific and Eastern oysters, hardshell crabs, hard clams, shrimp and sea scallops. Only abalone and soft and surf clams failed to make the top rating. Total volume of the shellfish given top billing is 376,586,000 pounds.

All fresh fin and shellfish found to rate in the excellent category aggregate 433,060,000 pounds annually. This volume of high propensity seafood represents about 25 percent of the estimated total of fresh fish which annually goes to market.

Having determined those varieties of fresh fish which are most likely to go by air transport, it is now in order to sketch briefly their sources of supply. The prospective air cargo operator will want to know where and when the various species can be obtained and the volume which may be available during any month of the year.

Supply and Origin

In answer to the question of supply and its origin, Table E was prepared. Relying on data annually reported by the Fish and Wildlife Service, this table presents a tri-annual average catch in pounds for the eight most important commercial fishing areas of the United States.

The picture presented is at best only a rough one for the fresh fish supply. Many factors and conditions contribute to the changing volume of the fish catch from year to year. Furthermore, there remains the difficulty of determining for many species that part of the volume which actually is entering the fresh fish market. Some adjustments concerning this problem have been made. For instance, in the case of salmon, only 15 to 25 percent of the various species of the catch have been included. For most other species the proportions of volume processed and traded in the fresh fish markets have not been separated. Statistical data are not readily available for this purpose. For a complete determination, one would want to know how much of each species is processed, *i.e.*, canned, pickled, smoked, cured and manufactured into by-products such as oil. Eliminating these quantities from the catch, and further subtracting export volume and adding import volume, one would finally arrive at a net volume traded in the fresh fish markets. Storage and holding of frozen fish would further complicate this problem. A portrayal of supply of fish by production areas is found in Table E.

Roughly, then, there are about 1¾ billion pounds of fish available at the source which might be traded in the fresh fish markets of the United States. Table F gives a quick survey of how this amount is distributed among the eight major areas. The summary arrangement indicates that salt water fish is by far the largest contingent, amounting close to 70 percent of the total supply. Fresh water and shellfish make up the remainder with respective shares of seven and 23 percent.

Of the various areas New England is the most important supplier of salt water fin fish in the United States. The Great Lakes are the outstanding source of fresh water fish and the South Atlantic and Gulf are the outstanding suppliers of shellfish.

Estimates of per capita consumption indiate that this supply shrinks to half, or about 900 million pounds, as it is actually consumed through the fresh fish markets. The difference between catch and edible portion must be kept in mind. Compared with the total catch in pounds, the available supply and consumption are only fractions.

Average total catch for the years 1939-41 for the various production areas is given in line five of Table F.

Comparison of the two sets of figures lines 4 and 5 of Table F, shows that practically all of the New England catch and that of the Great Lakes is marketable in the fresh fish trade. Foremost source of processed fish is the Pacific Coast and Alaska.

The rough relation of fresh fish volume to total catch for each of the major production areas is briefly indicated by the percentages in the last line of the table.

Applying the air propensity classifications of excellent, good, and fair to

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the eight areas, Table 16 (in the unabridged study) is obtained showing specifically each species and the available volume for each air propensity class. The table shows in detail that shellfish contribute most to the excellent volume, particularly with respect to shrimp, crabs and oysters. Figures for the other production areas and propensity classes are similarly interpreted.

For purposes of a more general summary, Table G is presented. Here the total fresh fish catch is subdivided by areas and by propensity classes. The production areas of the South Atlantic and Gulf have about 50 percent of their fish in the excellent air cargo propensity class.

TABLE D

PROPENSITY OF FRESH FISH TOWARD AIR CARGO
Grouping by Air Propensity Index

Excellent (64.09 and more points)	Good (30.91—64.08 points)	Fair (30.90 points and less)
	Salt Water Fish	
Flounders:	Barracuda	Cod
Lemon Sole	Bluefish	Croaker
Pompano	Blue Runner	Haddock
Shad	Butterfish	Hake
Snapper, Red	Cusk	Herring, Sea
Striped Bass	Drum:	Mackerel
Sturgeon	Black	Pollock
Swordfish	Red or Redfish	Rockfish
.....	Flounders:	Rosefish
.....	Blackback	Salmon:
.....	Fluke	Humpback or Pink
.....	Gray Sole	Scup
.....	Yellowtail and Dabs	Whiting
.....	Grouper	Wolffish
.....	Halibut	.....
.....	Kingfish or King Mackerel	.....
.....	Kingfish (California)	.....
.....	Lingcod	.....
.....	Mullet	.....
.....	Ocean Perch and White Perch	.....
.....	Sablefish	.....
.....	Salmon:	.....
.....	Blueback, Red or Sockeye	.....
.....	Chinook or King	.....
.....	Chum or Keta	.....
.....	Silver or Coho	.....
.....	Steelhead Trout	.....
.....	Sea Bass:	.....
.....	Black Pacific	.....
.....	White Pacific	.....
.....	Sea Trout or Weakfish:	.....
.....	Gray	.....
.....	Spotted	.....
.....	Sheepshead	.....
.....	Smelt	.....
.....	Spanish Mackerel	.....
.....	Spot	.....
.....	Tilefish	.....
	Fresh Water Fish	
Brook Trout	Burbot	Buffalo fish
Chubs:	Catfish and Bullheads	Carp
Ciscoes	Chubs	Sheepshead
Lake Trout	Chubs:	Suckers
Pike Perches:	Tullibees	.....
Blue Pike	Lake Herring	.....
Sauger	Pike Perches:	.....
Smelt	Yellow Pike	.....
Sturgeon	Pike or Pickerel	.....
Whitefish	White Bass	.....
.....	Yellow Perch	.....
	Shellfish	
Clams:	Abalone	.....
Hard	Clams:	.....
Razor	Soft	.....
Crabs:	Surf	.....
Hard	.....	.....
Soft and Peelers	.....	.....
Lobsters:	.....	.....
Common	.....	.....
Spiny	.....	.....
Oysters:	.....	.....
Eastern	.....	.....
Pacific or Japanese	.....	.....
Western or Olympia	.....	.....
Scallops:	.....	.....
Bay	.....	.....
Sea	.....	.....
Shrimp	.....	.....

Seasonal Variation

For any planned air cargo operation it is desirable to be acquainted not only with the various species most amenable to air shipment, their procurement location and available volume, but also with the seasonal variation in the supply of the product. For certain species of fish this variation is quite erratic.

The seasonal variation estimates furnish only a rough blueprint upon which any prospective air cargo operator may rely. They must be supplemented by current reports from the respective fishing centers, as the catch of fish may shift as much as several months from year to year and even for some species may drop out entirely in a given year. A case in point is the recent decline in the lake trout catch in the Great Lakes, due to the onslaught of a parasite which is said to have curtailed commercial hauls by as much as 80 percent.

In addition to seasonal variations in supply of various species of fish there are seasonal fluctuations in consumer demand which an air cargo operator

(Continued on Page 47)

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Director, Department of Air Transportation, Parks College of Aeronautical Technology, St. Louis University

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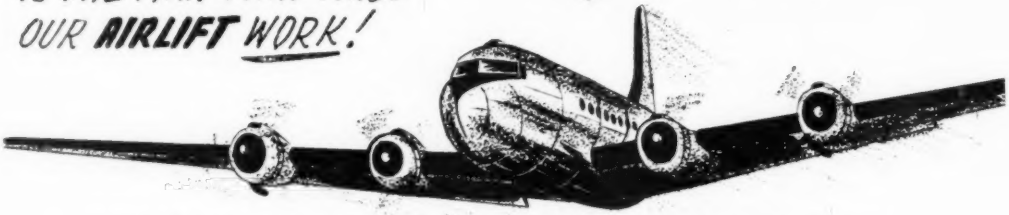

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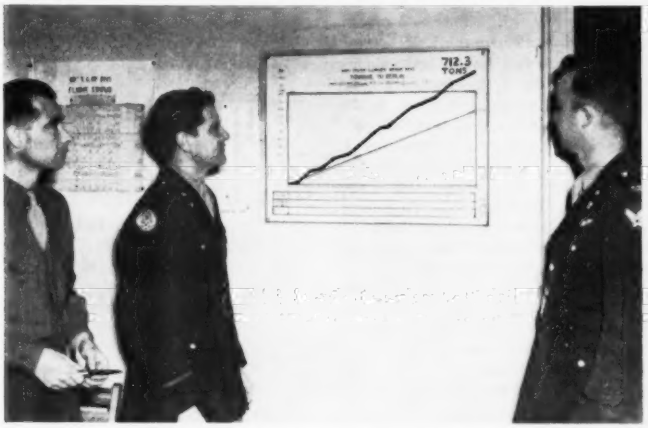
TWO HOURS TO TEMPELHOF

(Continued from Page 10)



On March 25, 1949, the 60th Troop Carrier Group recorded its biggest day—712.3 tons in 73 trips. Gazing happily at the wall chart in the Operations Room are (left to right) Sergeant Robert J. Hartling, Captain Robert M. Wills, and Captain John L. Lawler.

were carrying up to an 8,700-pound payload."

Ideas? Oh, those boys had all sorts of ideas. Take, for example, that business with the red, white, blue, and yellow flags. There were so many C-47s operating that it was impossible to determine the exact status of each. Time was a precious commodity, and a way had to be found to cut corners. Pretty soon the answer presented itself in the form of colored flags hung on cargo doors. The code was simple enough:

White: Coming in for a load.
Blue: Prepare to unload me.
Yellow: I need oil.
Red: I need gas.

The C-54s Come

A cheer went up from the ranks when, last October, the first of the C-54s arrived. The big, four-motored Douglas transport had the immediate effect of lifting the terrific pressure off the men of the 60th as well as on their C-47s. The 317th TCG brought the C-54s—Big Willies, they were dubbed—into Wiesbaden, and it was the beginning of the retirement of the Gooney Birds. Although on paper it showed that the 60th had moved back to Kaufbeuren, most of the personnel remained at Wiesbaden attached to the 317th.

Shortly afterward five squarish flying trucks—Fairchild *Packets*—landed at Wiesbaden, and it wasn't before long that these cargoplanes leaped into the airlift. Actually, it was the *Packets* that transported the heavy machinery used in the building of the airfield at Tegel. To quote an officer of the 60th:

"The *Packets* have flown several thousand hours with no fatal accidents, and only one causing major damage when a tire blew out on landing at Tempelhof. To this date the *Packets* have had only two engine failures since the beginning of the operation, a reflection of the excellence of their maintenance."

Along about Christmas the 317th TCG move to Celle in the British Zone, and the 60th TCG, the original occupant of Wiesbaden, returned in name, bringing along the rest of the personnel at Kaufbeuren.

Colonel Harrison was succeeded as CO by Colonel Coulter, and he by Lieutenant Colonel Gilbert, and he by Colonel Robert D. Forman.

Little Vittles

They still talk about Little Vittles, that candy-dropping idea originated by a pilot of the 60th, Lieutenant Gale Halvorsen. But it prompted Sergeant John H. Schuffert, inimitable airlift cartoonist (some of whose cartoons appear in this issue), to do a take-off on it. He depicted a number of German children running wildly after parachuted candy bars—but the central object showed two bars floating lazily to earth with the aid of a "parachute" in the form of a well-proportioned brassiere. The GIs loved it—the cartoon, that is.

When the Tegel Air Base was being built, the 60th's Gooney Birds were commissioned to make quite a number of runs carrying prefabricated matting

strips. These were used in the construction of runways. One C-47 pilot, preparing to fly a normal load of these strips into Berlin for surface delivery to Tegel, checked his weight and balance sheet, found them to be in order, and jumped into the cockpit.

But the pilot had trouble on the takeoff. He barely got the tail off the ground, and by some miracle the ship staggered into the air. He gained altitude slowly, and when he retarded the throttles to normal climb settings, the plane began to lose altitude. The worried pilot hurriedly pushed the power settings back up to maximum cruise, flying all the way to Tempelhof at 130 miles per hour. (Normal speed for the plane is 150 miles per hour.)

The landing at Tempelhof did not come too soon for the flyer. His first thought was to check the load—and when he did, he gave vent to a fine barrage of blasphemy: for the PAP (Pierced Aluminum Planking) he was supposed to have been hauling was actually PSP (Pierced Steel Planking). They looked alike, all right, but there was a mere difference of 7,000 pounds and 13,500 pounds between the two! This haul still stands as a record for the old war horse, the C-47.

On my first run from Wiesbaden to Berlin in a Big Willie, we carried a 19,501-pound cargo consisting of 39 barrels of asphalt and 12 sacks of coal. When I returned the following day, I bumped into Clete Roberts, foreign correspondent for Warner Brothers' Radio and Television as well as for Mutual Broadcasting. He'd flown to Berlin in a C-54 toting 10 tons of sheet steel and a number of cases of footwear. It wasn't the cargo that amazed him; it was a glance at the "squawk sheet" which testified to the condition of the plane. And this is what Clete copied in his notebook:

1. No. 1 Auxiliary fuel gauge inoperative.
2. Auto pilot inoperative.
3. Wing boots balloon in flight.
4. Cabin heater inoperative.
5. Clock missing.
6. Ammeter selection switch inoperative.
7. Bendix compass removed for repair.
8. Gas leaking from No. 1 main tank vent.
9. No. 4 fuel pressure fluctuates from 15 to 20 PSI.
10. No. 4 prop goes to 2900 on takeoff.
11. Hydraulic fuel leaking around nose strut.
12. No. 1 and No. 2 fuel pressure varies from 10 to 20 PSI.
13. No. 1 starter has to be hand meshed.
14. Manual compass antenna missing.
15. Antenna support broken.
16. Automatic compass antenna broken.

To say that the condition of this plane is representative of all the aircraft in the lift would be a bald lie. Nothing could be farther from the truth. But is does serve to illustrate what the men have gone through.

I asked a GI truck driver what he missed most in Germany. He scratched his head in perplexity.

"Baseball?" I prompted.

"Aw, no," he said. "We play that here, too."

"Jaloppy?"

"Nuts to that!" And then his face brightened. "Yeah, I guess I know now what I want most. Just a breath of Kansas."

IT'S A WISE EXPORTER

(Continued from Page 12)

at any rate it deserves a little effort as well as thought in that direction by shippers.

Meanwhile, the air carriers believe in making the best of what you have. If we can't have simplicity and uniformity right away, then let's look at what has to be done the hard way, and do it correctly to avoid delay and expense. Reams of free-for-the-asking information is put out monthly, quarterly, and at random by most of the airlines, ex-

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plaining the import and export documentary requirements of various countries for the benefit of shippers.

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Mr. Gough's article appears here through the cooperation of *Trade Scope*.

AIR SHIPPING LESSON

(Continued from Page 14)

the East and West Coast is becoming more important daily to the style-conscious women in the Rocky Mountain States.

The six-state Southwestern and Rocky Mountain area which Continental serves was months behind latest styles as dictated by the Eastern style centers before the advent and development of modern-day air shipping. Because of the remote location and slow and inferior surface transportation in this Southwestern area, women's styles lagged behind those that women enjoyed at the more populous Eastern and West Coast style centers.

But with the fast air transportation that is afforded this area by Continental Air Lines and other airlines serving this area, women in these comparatively remote and sparsely settled communities avail themselves of the latest styles through their local retail outlets.

A Denver housewife, for example, can wear the latest styles at the same time these styles are worn by the housewife in the east, through popular Denver stores such as Neusteters, Denver Dry Goods Company, Daniels and Fisher, and the May Company, who keep abreast of ever-changing women's fashions through fast delivery from clothing manufacturers in East and West Coast style centers via air transportation. ●

Flying Tigers: Inventory

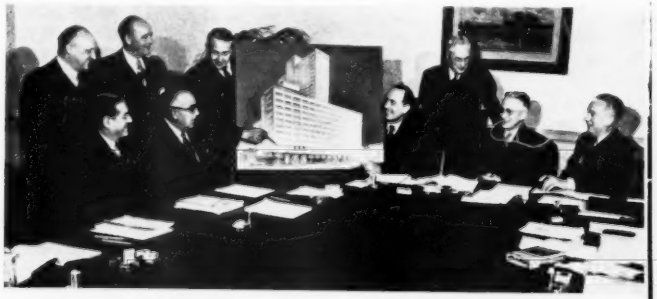
Styles, especially in women's ready-to-wear, are as changeable as any merchandise ever moved by air freight. It is an impossible task for the buyers and merchandise managers of department stores always to forecast the choice of the ladies.

Before the advent of air freight, department and clothing stores were forced to depend on the good judgment of their buyers, and stock the style merchandise they hoped would sell. Today small inventories are carried, and reorders are made of the styles that prove to be most popular.

The Flying Tiger Line, as a pioneer of the air freight industry, sold many of the buyers and merchandise managers on inventory control for the perishable commodity, style merchandise. Today the Flying Tiger Line carries thousands of pounds of garments from the factory to the store for Fashion Air Cooperative Association, a group of large department stores, as well as for other stores and associations. The consignees have saved thousand of dollars in eliminating high inventories and its inevitable resultant costly "reduced-price" sales.

One use of FTL services ships via air freight between its chain of stores, thus reaching the best market for the "style" clothing it has in stock.

The above comments do not mean that only ladies' clothing moves via air freight. Quite to the contrary. The speed and reasonable rates of air freight have attracted many tons of men's clothing, as well as other types of merchandise.



Sometime this summer the International Aid Transport Association will move from its present headquarters in the Central Station Building, Montreal, to that city's new International Aviation Building shown in the picture held by Director General Sir William P. Hildred. Shown above from left to right, are: Dr. H. J. Gorecki, IATA treasurer; John E. Slater; Croil Hunter, Northwest Airlines; M. Roushdy Bey, Misr Airlines; Sir William P. Hildred; Rene Briend, Air France; John C. Cooper, IATA legal adviser; John C. Leslie, Pan American World Airways; and Major J. Ronald MacCrindle, BOAC.

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National: Promotion

Depending on National Airlines' fast air cargo to deliver special orders for fashions received from throughout the country on "overnight delivery" is an everyday occurrence for members of the Miami Fashion Council. The same fast delivery also enables Miami's rapidly expanding fashion manufacturing industry to depend on overnight delivery from New York on bolts of fabric used in certain fashions on which there may be a "run" by retailers.

Similarly, National Airlines air cargo played a vital role in an intercity promotion in May when the 40 manufacturer members of the Miami Fashion Council were represented in a "Miami Comes to New Orleans" style promotion sponsored by D. H. Holmes Co., Ltd., one of the South's largest department stores. Requiring perfect timing to meet the opening date scheduled by the store, everything needed for the promotion—from the initial samples for selection by the store's buyers to fragile mounted sailfish for displays—was carried across the Gulf to New Orleans by National.

Everything was scheduled. The samples of the 40 Miami manufacturers had to be in New Orleans by April 13 so that the stock could be selected. On April 18 the D. H. Holmes Company's purchase orders were received in Miami. On April 29 the complete purchase order shipment, totaling more than 1,000 garments, was shipped by NAL air cargo from Miami and received in New Orleans the morning of April 30. The merchandise was marked and hanging in 14 different departments the following day. Display and advertising material also went by NAL air cargo to New Orleans to be correlated into the store's window display plans.

Formal fashion shows preceding, on May 9 all was in readiness for the opening of the promotion of Miami-manufactured fashions which featured resort wear for the entire family as well as women's street dresses.

The New Orleans program was the first in the Miami Fashion Council's campaign based on the precept that the market for Miami fashions is no further than the time it takes to bridge the distance between the manufacturer and consignee, which now is overnight by air cargo to any part of the country.

•

Northwest: Rush Orders

Styles may change fast, but they can't keep pace with the airplane.

This fact forms the basis for an air cargo development being worked out by Northwest Airlines to the advantage of merchants and manufacturers.

In the Twin Cities of Minneapolis-St. Paul, as in every other modern American city, there are customers who feel they must have the latest styles. If they see a number on display that pleases them, they want one like it—right away.

So a number of Twin Cities stores have been meeting this demand by rush orders to their Eastern manufacturers or jobbers. The shipment is placed aboard Northwest Airlines' all-cargo plane which leaves New York shortly after midnight and gets into the Twin Cities early in the morning. By the time a store opens, the article, ordered the previous afternoon, is ready for the customer. The whole transaction consumes only a few hours.

•

S&W: Seasonal Markets

Fashion dependency on international air freight ranges from jewelry to playshoes and has grown into economical "habit." Seaboard and Western Airlines manifests demonstrate. Designers and importers have learned that air delivery of goods enables them to reach seasonal markets while demands are at peak.

Seaboard's case histories show:

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movements flown from Switzerland for Longines Wittnauer, preventing a plant shut-down prior to Christmas, when the year's major market was anticipated.

2. Two tons of cobra skins valued at $20,000, flown from India and Siam. Skins were finished and in designers' hands in two weeks, ready for Easter. By other means of transport, they would have been en route from six weeks to four months, according to the importer.

3. Three air shipments of raffia playshoes from Haiti to meet an unexpectedly early and high demand for vacationists' summer playwear. Seaboard, a registered irregular common carrier, flew all three shipments within a fortnight.

4. Succession of flights bringing Christmas luxuries. One importer flew over 9,000 pounds of French gloves between September and Thanksgiving. Another, introducing a new line of handbags, flew over 6,000 pounds in the same period. Both shippers stated that their goods were finished only hours before take-off, and could not have reached this country for holiday buying had they depended on sailing dates.

Henry Klapisch, importer of the cobra skins, cited safety of cargo and speedy delivery as major factors in all importers' reliance on air freight. He stated:

"Experience has proved that air shipment of skins ensures their arrival in better condition than by any other means of transport. . . . As a result we can offer more beautiful and durable material to our buyers, with a minimum of processing, within a matter of days after they place their orders."

●

Trans-Canada: Bathing Suits

Rose Marie Reid Limited of Vancouver, British Columbia, has found it pays to ship via air cargo. This firm manufactures up-to-the-minute style bathing suits.

In May, 1948, Rose Marie Reid first turned to Trans-Canada Air Lines as a means of getting orders to firms in Eastern Canada. At that time, floods had disrupted all ground transport and dealers in the east were dangerously low of stocks. Before sunset, the first shipment was under way and in succeeding days, the latest in bathing attire was winging its way across the country.

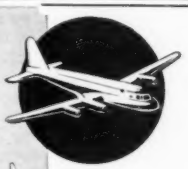
Since that time, Rose Marie Reid has been a constant user of air cargo. They realize their entire business depends on speed and service and use air cargo not only for shipping the finished product, but also for receiving materials to keep their production line moving.

●

Trans Texas: Mail Order

The success of the air freight industry is due largely to the perishability of style. Figures gathered over the past five-year period show that the wearing apparel and fashion industries have been the largest and most consistent shippers of air freight.

A fine example of modern merchandising of fashions is the Chicago mail order house which accepts orders in its Texas store up until 11 a. m. daily. These orders are teletyped to the com-



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pany's Chicago headquarters and the merchandise is immediately packed and forwarded by air cargo in time for delivery in Texas the next morning. As a result, the customer has received fresh merchandise from a practically unlimited stock. He has not been forced to wait a long time to get it, and he is better satisfied with his purchase. The mail order house has found savings in the centralization of stock, no counter or inventory losses in the field, the better control over the marketing of styles, and the higher degree of satisfaction among their customers.

As long as milady is style-conscious, there will be a great potential for air cargo from this source. More and more firms are looking into the possibilities. The surface has not been scratched.

•

TWA: Turnover

A changing whim in feminine fashion used to mean a headache for every clothing store within that area. Now, by relying on air freight, a buyer in Kansas City is able to telephone a New York wholesaler and have his shipment in Kansas City for sale across counters the following day.

When buyers make their annual or semi-annual trips to United States fashion centers, or to Paris, they are unable to anticipate the eventual turnover of certain styles. Although their guesses are usually fairly accurate, there is a certain percentage of styles which sell much faster than was originally expected.

By the use of air freight, therefore the store is assured that the slightest misinterpretation of turnover can be remedied within a day.

Adler's of Kansas City uses TWA air freight exclusively for everything moving from the New York area. By routing fashions by air, Adler's is able to receive styles in Kansas City days before other fashion centers who rely on surface transportation.

This is especially advantageous to Adler's when styles which are sold to several Kansas City stores are involved. By having their merchandise on display days ahead of other stores, they are the style leaders and sell more merchandise than their competitors.

In some instances, sketches which appear in Adler's advertisements in the evening *Kansas City Star* are still enroute from New York by TWA and will not be in the store until early the following morning.

Stix, Bauer & Fuller of St. Louis is also able to furnish new styles to their customers days ahead of local competitors through the extensive use of TWA air freight.

United: Lerner Shops

The speed and dependability of United Air Lines Cargoliners have caused at least one national retailer of women's apparel to adopt new concepts of merchandising. Early this year Lerner Shops began using air freight exclusively in supplying Pacific Northwest stores from their distributing center at Denver.

What prompted the switch to air freight? According to Lerner spokesmen, they plumped for air freight because a two-month tryout had proved that it sharply reduced inventory, facilitated sales turnover, and enabled shops to keep pace with "runs" on any particular item. A store could, in fact, be 95 percent restocked overnight.

Air freight, they added, made it possible to get there "fustest with the mostest." Cargoliner speeds assured first crack at the market.

Speed in rushing displays to consumers in areas distant from style centers is of primary importance. Milady fashion is impulsive and changeable. Experts in merchandising estimate that the average "exclusive" style in women's apparel is duplicated by competitors after 90 days and that 50 percent of sales in new styles are made in the first 30 days.

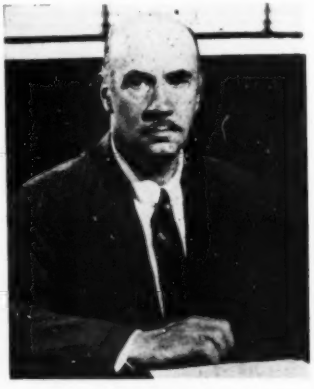
Air cargo helps keep the new look newer.

HELICOPTER AIR CARGO

(Continued from Page 17)

rooftop of the Los Angeles Post Office. Altogether, 2,783,186 pounds of air mail totaling 97,411,510 letters have been carried. To meet the growing loads, an additional compartment several feet long is to be added to the fuselages aft of the powerplant—boosting each helicopter's capacity from 750 to over 1,000 pounds of mail.

On November 26, 1948, the CAB awarded a five-year temporary certificate to Helicopter Air Service, Inc., to operate a mail and property service within a 50-mile radius of Chicago Municipal Airport. The Board said the company's mail pay need would be about $1.25 per plane-mile. The company was expected to expedite mail deliveries in the area from six to 20 hours on weekdays and weekends, and from 40 to 42 hours on preholiday deliveries.



Igor I. Sikorsky

There are many potential jobs, besides air mail carriage, for the helicopter in air cargo. For the most part these developments have been held back by high cost and lack of load-carrying capacity. Parcel delivery from department stores, newspaper delivery to suburban communities, and express service to towns not now on air routes or too small to support a conventional airport, are all distinct possibilities depending on reduction of initial and operating costs of helicopters.

Industrial Use

Hauling mining machinery to remote places without airports and supplying isolated plantations, mines, ranches, etc., have been mentioned as possible uses of the helicopter in air cargo. There are possibilities for the use of helicopters by industry, particularly in transporting cargo to airports. This would bring the factory in the city very close in time to the airport. Many factories have sufficient space for a helicopter landing space. In this way the plant could provide its own transport to and from the airport for manufactured products and raw materials. Before these possibilities can become realities the load-carrying capacity of the helicopter must be increased.

Helicopter performance development, stimulated by the military forces, has been very rapid recently. An unofficial altitude record was claimed on March 17, 1949, when a two-place Bell helicopter reached 18,500 feet, using an unsupercharged, 200 horsepower engine. An unofficial helicopter speed record of 133.9 miles per hour was set on March 24, 1949, by the Bell XH-12, which is destined for the Air Force. Stanley Hiller, Jr., president of United Helicopters, Inc., recently completed the first transcontinental commercial helicopter flight from Palo Alto, California, to New York City.

The Navy's new, all-metal Piasecki XHJP-1 utility helicopter has a spacious usable cabin area. A large loading door and ample cabin dimensions would permit transporting high or low density cargoes. Among other things, it is expected to be used for delivery and pickup of guard mail and for quick delivery of high priority cargo. The craft has an unusually large center of gravity range which permits passenger

movement in flight as well as acquisition or disposition of large loads while hovering.

A proposed helicopter, the Doman HC-3, would be carried as a pod to distant bases by conventional aircraft such as the Fairchild C-120. Under its own power, the helicopter would carry a large underslung cargo-passenger hold, which could be removed for delayed unloading. As a cargo carrier the craft could haul a 6,600-pound normal load, non-stop, a distance of 110 miles or 1,300 pounds for 1,400 miles.

These and other developments are very promising, but they do not completely solve the problems standing in the way of wider helicopter use for air cargo purposes. Compared to helicopter performance figures of several years ago, tremendous strides have been made; but compared to conventional aircraft of comparable cost, there is still much to be done before the helicopter can fulfill the enthusiastic predictions made for it.

Limited Market

The helicopter market now consists of the armed services and other specialized government and commercial agencies. The market for the helicopter types being produced today is too small to support the productive capacity of these companies. In order to prevent a contraction of the helicopter industry, machines that meet the standards of other markets must be developed. These other markets exist now, but the problem is to develop helicopters that meet the economic requirements of these markets. Quantity production to reduce initial costs and simplified maintenance to reduce operating costs are musts if the helicopter market is to be expanded.

Sikorsky has predicted that the helicopter of the next decade will have a cruising speed of 150 miles per hour, a range of several thousand miles, and passenger or cargo space running to boxcar-like proportions.

The helicopter overcomes some of the serious obstacles to airplane utility. A large, outlying airport is not needed and, therefore, slow surface travel to and from the airport is eliminated. This gives the helicopter a time advantage on trips up to about 100 miles. It is to be expected, therefore, that, as the helicopter becomes economically more feasible, it will make its great growth, for both passenger and cargo operations, in the field of specialized, short-range applications.

The ability of the helicopter to go places and do things impossible for cars or conventional airplanes suggests inevitable widespread use of the helicopter. However, an important factor in the future of the helicopter is the existence, or non-existence, of competitive inventions. The development of a more versatile machine might place the helicopter in the background, or it might stimulate faster helicopter development and refinement. On this subject one can only speculate, but there are cargo experts with great faith in the helicopter's future. THE END

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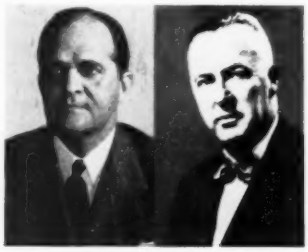
★ EXECUTIVE ★

LEON O. HEAD, who, after more than a half-century of service in the express field, has retired as president and director of the Railway Express Agency; and **ALFRED L. HAMMELL**, executive vice president, who has succeeded Head in both positions. Both Head and Hammell started their careers with Wells-Fargo and Company Express.

FRANCIS H. INGE, a member of TACA Airways' board of directors, elected president of the airline. A senior member of a law firm, Inge has served TACA as a vice president and general counsel for the past two years.

JOHN B. WALKER, formerly assistant to the president of United Air Lines and vice president-traffic of TWA, now with Braniff International Airways as a vice president. Since 1944 he has been president of a large public relations firm.



Francis H. Inge John B. Walker

PAUL V. SHIELDS, elected by the Curtiss-Wright Corporation to the newly created office of chief executive officer.

NOAH DIETRICH, elected to the board of TWA, replacing Thomas Pew who has retired.

MAPLE T. HARL, chairman of the Federal Deposit Insurance Corporation, Washington, D. C., and **EVERETT H. PIXLEY**, vice president of the Mellon National Bank and Trust Company, Pittsburgh, elected to the board of the Glenn L. Martin Company.

CURTIS BARKES, elected by the United Air Lines board to the post of vice president-finance and property. He has been in aviation for 24 years.

CHARLES HART MILLER, former executive vice president and general manager of the Republic Aviation Corporation and more recently vice president-sales of the Glenn L. Martin Company, elected executive vice president and general manager of the Piasecki Helicopter Corporation.

LOU LEAVITT, pioneer helicopter pilot and operator, named to head up the Helicopter Division, Alaska Airlines.

★ CARGO ★

ROBERT C. PERRY, appointed by Seaboard and Western Airlines to the position of regional director for Germany, with headquarters in Frankfurt. A specialist in air transport economics, Perry has served with American Overseas in Iceland.

WILLIAM J. MADDEN, named cargo representative in New York for KLM Royal Dutch Airlines. He was formerly associated with Peruvian International.

★ SALES ★ TRAFFIC

CHARLES F. SHARP, appointed sales manager for National Airlines. He will be headquartered in Miami.

PRESCOTT A. TOLMAN and **ROBERT L. TURNER**, named by Eastern Air Lines to the respective posts of general sales manager and general traffic manager. Each has been with EAL for 14 years.

T. W. MARSHALL, appointed Philippines traffic manager for Northwest Airlines. He formerly served as Japan traffic manager.

FOLGER ATHEARN and **DON C. GRAFE**, appointed to the respective positions of manager in Bolivia-Peru and Panama for Braniff International Airways. Athearn has worked for Pan Am and Panagra; Grafe for Peruvian International.

JOHN WOODRUFF and **ALFRED WAGSTAFF III**, now serving Colonial Airlines in the respective positions of sales manager and resident manager in Bermuda. Woodruff has been with CA since 1940; Wagstaff since 1947.

WORTH C. EDWARDS and **BENJAMIN J. BERRY**, promoted to the positions of district traffic and sales manager in Youngstown, Ohio, and acting district traffic and sales manager in Reno, respectively, for United Air Lines.

P. K. YOST, JR., and **JAMES E. BOYCE**, appointed by the Lockheed Aircraft Corporation to the respective posts of assistant general sales manager, and sales representative for Europe, Africa, and the Near East.

FRANCOIS MICHA, formerly with Pan Am, presently serving Swissair as its sales representative in New York.

★ OPERATIONS ★

T. L. BOYD, W. B. WHITACRE, W. P. McFAIL, and **GAGE MACE**, named regional operations directors for American Airlines in the following regions: Boyd, Eastern; Whitacre, Central; McFail, Southern; Mace, Western.

JOHN F. DAVIDSON, until recently director of operations for the Air Transport Association, now with National Airlines as division operations manager at Jacksonville.

SANTOS CEYANES, elevated to the post of ground operations manager for Pan American World Airways' Latin American Division. Ceyanes joined Pan AM 11 years ago.

JAMES R. SHARP, appointed superintendent of Teterboro Airport by the Port of New York Authority. He has served as the Authority's assistant to the general superintendent of airports.

★ ADVERTISING ★ PUBLIC RELATIONS

WILLIAM H. HIPPLE, JOSEPH B. MARRYAT, and **WILLIAM F. PRIGGE**, appointed to the following posts by American Airlines: Hipple and Marryat, respectively Western and Southern regional director of public relations; and Prigge, assistant director of advertising.

★ MISCELLANEOUS ★

T. H. DAVIS, president of Piedmont Aviation, who recently was awarded the Frank E. Dawson Memorial Trophy for outstanding service in the promotion and development of aviation.

ROBERT E. JOHNSON, advertising director for United Air Lines, who recently celebrated two decades of service with the company.

Leon O. Head A. L. Hammell Curtis Barkes Charles Hart Miller Charles F. Sharp Prescott A. Tolman Robert L. Turner

HANS DEDEKAM, of Oslo, appointed acting secretary of the IATA office at Singapore, succeeding Charles N. Biondi, Jr., of Virginia. Before joining IATA he was connected with Norwegian Airlines.

JOHN C. EMERY, SR., WALTER W. COYLE, and **GEORGE G. HUGHES**, elected and now serving in the respective positions of chairman, vice chairman, and treasurer of the Aviation Division, New York Board of Trade. Emery succeeds **HERBERT J. LYALL**, retiring chairman. **WILLIAM L. RICH** continues as executive secretary.

AIRBORNE SEAFOODS

(Continued from Page 37)

would do well to study. These variations may vary in accordance with the distribution of population characteristics.

The most pronounced and most readily discernible cycle is that of the rise and fall demand within a two-day period, with the greatest volume of fish sales being concentrated in two or three of the later days of the week. Eighty-one percent of all fish sales are made on Thursday, Friday and Saturday. Fifty percent of the total volume is traded on Friday alone.

This concentration of sales offers a challenge to the air cargo operator, as well as to fish producers and distributors, to create a demand for the strictly fresh product on what now may be considered off days. Certainly, wholesale and retail merchants would welcome a more even sales distribution.

The air cargo operator should study the population characteristics of various cities with a view toward ascertaining what religious observations call for the abstinence from meat or what old world customs, still observed in this country, create a consumer demand for fish.

Because of its inherent flexibility, the air freight operation is very adaptable to the meeting of special seasonal fluctuations both in supply and demand.

Fish supply, *i.e.*, the annual catch of fish, is subject to the whims and vagaries of nature and man.

The domestic fish supply has varied between 2.6 and 5.1 billion pounds (1930) with an average of about four billion pounds. It is considered significant that the fresh and frozen contingents have increased from an average of 1,128 for 1930-34 to 1,522 for 1945-46 or 35 percent, while all processed fish is on the decrease. It remains to be seen whether this is the result of increased consumer demand for fresher and for frozen products or whether the exigencies of war and resulting shortages in food supply have caused this shift in domestic disposition.

If available equipment and manpower, as well as present merchandising methods and consumer demand are producing about 4.2 billion pounds of catch, of which roughly 1.6 billion pounds go into fresh and frozen fish trades, the question arises as to how much fresh fish can be made available with full utilization of modern temperature control equipment, air transport, improved merchandising methods and widespread consumer education. It has been estimated that the catch could be increased to 6.2 or seven billion pounds. If the trend toward increasing fresh fish consump-

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TABLE E

DOMESTIC SUPPLY OF FRESH FISH BY SPECIES AND PRODUCTION AREAS BASED ON AVERAGE CATCH, 1939 to 1941
(in thousands of pounds)

Species	New England	Middle Atlantic	Chesapeake Bay	South Atlantic and Gulf	Pacific	Great Lakes	Mississippi River and Tributaries	Alaska	Total
				Salt Water Fish					
Barracuda					3,998				3,998
Blue fish		516	66	3,314					3,896
Blue Runner				746					746
Butterfish	2,822	9,686	3,076	56					15,640
Cod	93,853	5,741			9,931			585	110,110
Croaker	1,259	4,966	39,373	4,849					50,447
Cusk	7,526								7,526
Drum:									
Black			70	1,266					1,336
Red or Redfish			63	2,258					2,321
Flounders:									
Blackback	9,684	2,562	239	249	3,782			15	16,531
Fluke	2,557	5,327	151	157	2,389			10	10,591
Gray Sole	7,002	28	139	145	2,190			9	9,513
Lemon Sole	3,061	953	76	79	1,194			5	5,368
Yellowtail and Dabs	28,766	5,305	655	682	10,351			42	45,801
Grouper				6,024	133				6,157
Haddock	149,503	10,453							159,956
Hake	16,934	316	77						17,327
Halibut					26,051			21,478	47,529
Herring, Sea	41,320	997			427			99,737	142,401
Kingfish or King Mackerel				3,746					3,746
Kingfish (California)					427				427
Lingcod					4,351			76	4,427
Mackerel	31,985	4,242	472		93,193				129,892
Mullet			56	36,923					36,979
Ocean Perch and White Perch					162				162
Pollock	37,060	211							37,271
Pompano				685					685
Rockfish					5,272			216	5,488
Rosefish	81,259	235	244						81,738
Sablefish					3,731			3,115	6,846
Salmon:[1]									
Blueback, Red or Sockeye					1,528			24,212	25,740
Chinook or King					7,185			4,197	11,382
Chum or Keta					1,502			9,717	11,219
Humpback or Pink					1,172			25,081	26,253
Silver or Coho					3,219			4,937	8,156
Steelhead Trout					259				259
Sea Bass:									
Black Pacific					412				412
White Pacific					940				940
Sea Trout or Weakfish:									
Gray	173	6,359	11,895	3,237					21,664
Spotted			127	6,827					6,954
Scup	9,312	7,003	3,109	76					19,500
Shad	552	4,460	3,367	1,287	2,032				11,698
Sheepshead				966	61				1,027
Smelt	500				3,870				4,370
Snapper, Red				7,212					7,212
Spanish Mackerel			131	6,908					7,039
Spot		480	2,514	5,176					8,170
Striped Bass	216	414	2,207	440	69				3,346
Sturgeon					105				105
Swordfish	1,668	76	799						2,543
Tilefish	134	605							739
Whiting	34,462	9,653	245						44,360
Wolffish	1,893								1,893
Totals	563,501	80,588	68,352	93,308	190,735			193,432	1,189,916

tion persists, it could result in an increase from about 1.6 billion to around 3 to 3½ billion pounds of fresh and frozen fish. This estimate exceeds by almost double the volume of any estimate of potential consumption arrived at in the preceding sections of this study. The picture is complicated further by the export-import trade and storage holdings. There has been an average annual import excess of about 175 million pounds of edible fishery products over export during the last 10 years.

Not all fresh fish caught in United States waters is consumed within the country, nor is all domestic consumption derived from domestically produced seafood. The export-import picture in fresh fish is a remarkably one-sided operation which, however, may militate in favor of the prospective air transporter.

The export volume of unprocessed fish came to about seven million pounds in 1941, largely consisting of salmon and oysters and for the most part destined for Canada, the United Kingdom and the Canal Zone.

Imports during that year ran to about 208 million pounds of fresh seafood, largely from Canada, New Foundland and Mexico. Most important fin fish were fresh sea herring, whitefish, sauger, cod, haddock, yellow pike and salmon. Of about 40 million pounds of

TABLE E—Continued

DOMESTIC SUPPLY OF FRESH FISH BY SPECIES AND PRODUCTION AREAS BASED ON AVERAGE CATCH, 1939 to 1941
(in thousands of pounds)

Species	New England	Middle Atlantic	Chesapeake Bay	South Atlantic and Gulf	Pacific	Great Lakes	Mississippi River and Tributaries	Alaska	Total
Fresh Water Fish									
Brook Trout							5		5
Buffalofish							15,772		15,832
Burbot						536			536
Carp		432	698	366	296	5,725	11,892		19,409
Catfish and Bullheads		154	968	5,533	182	1,068	10,267		18,172
Chubs						3,048			3,048
Chubs:									
Ciscoes						354			354
Tullibees						870			870
Lake Herring						22,701			22,701
Lake Trout						10,062			10,062
Pike or Pickerel						208			208
Pike Perches:									
Blue Pike						5,869			5,869
Sauger						1,117			1,117
Yellow Pike						6,043			6,043
Sheepshead						3,406	3,905		7,311
Smelt						3,654			3,654
Sturgeon						25			25
Suckers	118					4,424	210		4,752
White Bass						548			548
Whitefish						4,431			4,431
Yellow Perch			240			6,095			6,335
Totals	118	586	1,906	5,959	478	80,184	42,051		131,282
Shellfish									
Abalone					302				302
Clams:									
Hard	1,578	4,654	1,869	1,342	526				12,969
Razor	410				860			785	2,055
Soft	15,164	1,347							16,511
Surf		1,187							1,187
Crabs:									
Hard	2,491	3,372	38,923	29,513	15,675			648	90,620
Soft and Peelers		84	4,110	468					4,662
Lobsters:									
Common	11,239	634							11,873
Spiny				411	1,231				1,642
Oysters:									
Eastern	6,898	12,819	36,581	24,332	20				80,650
Pacific or Japanese					10,595			1	10,596
Western or Olympia					247				247
Scallops:									
Bay	860			158					1,018
Sea	6,285	2,432							8,717
Shrimp				149,306	1,121			1,110	151,537
Totals	47,925	26,529	81,483	205,530	30,575			2,544	394,586
Grand Totals	611,544	107,703	151,741	304,797	221,788	80,184	42,051	195,976	1,715,784
Average Total Catch 1939-1941 (including processed	638,658	330,386	324,181	592,994	1,661,154	80,865	82,383	655,451	4,366,073
Percent Fresh Fish	96	33	47	51	13	99	51	30	39

shellfish, lobsters constituted about half the total, with crab meat and clams ranking next. There may be considerable opportunity for the air shipping of these imports.

Foreign trade in edible fishery products adds (excess of import over export) an average of 173 million pounds to domestic production. Roughly, 2/3 of this poundage, or about 115 millions, can be reckoned with to go into the fresh fish trade.

V—PACKAGING, EXPERIMENTAL SHIPMENTS AND COSTS

Air freight calls for drastic changes in the methods of packaging seafoods. Although some air shipments of round fresh fish have been made without any special preparation or packaging at source, it is believed that the better way generally will be to remove heads, fins, viscera and to eliminate other dispensable weight such as ice and heavy wooden containers.

Fish now are transported by surface means in cumbersome wooden boxes and barrels of varied shapes, dimensions and weights. These containers range in size from 50 to 200 pounds capacity—a 100 pound capacity box being quite generally used. This size of fresh fish container, therefore, has been taken as the unit of comparison in this study. A wooden container designed to ship 100 pounds of fish weighs 27 pounds itself and calls for about 50 pounds of ice—being re-iced as often as necessary. The shipping of 100 pounds of fish in the conventional manner requires then about 77 pounds of container and ice. This ratio lessens as the size of the container increases, but in no case does the box and ice weigh less than 70 percent of the net weight of the fish.

Wooden containers are purchased at an average cost of about 1¼ cents for each pound of seafood capacity. The box designed to carry 100 pounds of

TABLE F

SUMMARY OF AVAILABLE FRESH FISH SUPPLY FROM MAJOR PRODUCTION AREAS
(in thousands of pounds)

Fish Class	New England	Middle Atlantic	Chesapeake Bay	South Atlantic and Gulf	Pacific	Great Lakes	Mississippi River and Tributaries	Alaska	Total
Salt Water	563,501	80,588	63,352	93,308	190,735			193,432	1,189,916
Fresh Water	118	586	1,906	5,959	478	80,184	42,051		131,282
Shellfish	47,925	26,529	81,483	205,530	30,575			2,544	394,586
Totals	611,544	107,703	151,741	304,797	221,788	80,184	42,051	195,976	1,715,784
Average Total Catch	638,658	330,386	324,181	592,991	1,661,154	80,865	82,383	655,451	4,366,073
Percent Fresh Fish	96	33	47	51	13	99	51	30	39

seafood now costs in the neighborhood of $1.25.

Obviously, the conventional fish pack is unsuited for air shipments. Indeed, it is doubtful if it is the best method for shipment by relatively rapid means of surface transportation when the shipment arrives within a period of 18 to 24 hours. Steady and significant progress, moreover, is being made in adapting the airplane and iceless facilities to the carrying of fresh seafoods, one airline alone now carrying between 50,000 and 100,000 pounds a week from the East Coast to inland urban markets.

Surely then, the time is at hand for a reappraisal of fish packs in relation to air freight. Conventional methods of packing fish are found wanting because:

1. There is too much useless weight.
2. Water from melting ice is a constant threat of damage to other cargo.
3. Melting ice spreads objectionable fish odors and corrosive materials throughout the plane.

In an effort to develop new packaging facilities that would make possible the introduction of a new principle in the shipment of fresh fish, Air Cargo Research at Wayne University set forth the following specifications and enlisted the aid of The Hinde and Dauch Paper Company and The Goodyear Tire and Rubber Company in producing suitable container and film—minimum facilities for an iceless fresh fish pack. Specifications were that it must be:

1. An inexpensive container. The unit containing the seafood must be a single-use container.
2. Light in weight—not to exceed 10 to 15 percent of the gross weight.
3. Of such a size and capacity that when loaded could be handled by one man—a capacity of 50 pounds was suggested.
4. Insulated so as to make possible shipment of a precooled load without the use of ice and without the aid of mechanical refrigeration.
5. So well insulated that seafood placed in the container at a temperature of 32 degrees F. will still be under 40 degrees F. 48 to 24 hours later when the outside temperature is 75 to 80 degrees F.
6. Constructed in independent units so that it might be adapted readily to shipment in either refrigerated or non-refrigerated vehicles.

Since fish must be kept moist, it was deemed necessary to use a film to protect the natural moisture supply of the fish and to prevent the container from becoming soaked with moisture and drippings. Specifications for the film to be used as an inner liner for the container were that it must be:

1. Moistureproof.
2. Light in weight.
3. Free from impregnating odors.
4. Of sufficient strength so as not to burst from the weight of the fish.
5. Crack-proof at temperatures as low as 30 degrees F.
6. Inexpensive.

In the 65 experimental shipments that were made, it was found that 170-gauge Pliofilm was suitable as a liner for the carton.

With the above stated objectives and specifications in mind, The Hinde and Dauch Paper Company and The Goodyear Tire and Rubber Company developed the iceless container unit known as the Insulpak and supplied a quantity of these containers for the experimental shipments discussed later in this chapter. These shipments demonstrated the practicability of shipping precooled seafoods in this iceless container unit. Soon after, commercial operations were begun.

The complete iceless container unit consists of an outer carton lined on the inside with Thermocraft insulation and an inner carton lined with a moisture-proof film.

The inner and outer cartons are of regular slotted style and constructed of double-faced corrugated fibreboard, 200-pound test, "A" flute double-face. Corrugated paper is used throughout to reduce shipping weight to a minimum.

The inner container is lined with a moisture-proof bag and when packed with seafood is sealed so as to prevent moisture from getting to the container, thereby lessening its strength and insulating efficiency. Both the inner and outer containers are closed securely with strips of tape.

Once the container unit was built, it was necessary to make appropriate tests to ascertain whether or not it would meet the specifications originally set up.

All other specifications being met, it was decided to make a 18-hour running test of the insulating efficiency of the container. Accordingly, it was filled with fish precooled to 33 degrees F. and placed in normal room temperatures of 75 to 80 degrees F. Temperature readings were taken hourly.

The time-temperature test pointed to a most promising possibility for this iceless method of shipping seafood. The hourly rise in temperature was uniform and slow, averaging in the stationary test only .5 degree per hour over the 18-hour period.

(Continued in August Issue)

TABLE G

SUMMARY OF AVERAGE 1939-1941 CATCH OF FRESH FISH AND SHELLFISH BY PRODUCTION AREAS AND BY AIR PROPENSITY CLASSES
(in thousands of pounds)

Production Area	Excellent		Good		Fair		Totals	
	Pounds	Percent	Pounds	Percent	Pounds	Percent	Pounds	Percent
New England	30,258	3.8	74,328	13.2	498,958	57.1	611,544	35.64
Middle Atlantic	29,898	6.9	33,556	8.2	44,249	5.1	107,703	6.28
Chesapeake Bay	67,133	20.1	20,390	4.9	44,218	5.1	151,741	8.84
South Atlantic and Gulf	215,233	19.7	84,213	20.6	5,351	.6	304,797	17.77
Pacific	34,472	8.0	77,025	18.9	110,291	12.6	221,788	12.93
Great Lakes	25,512	5.9	41,117	10.1	13,555	1.6	80,184	4.67
Mississippi River and Tributaries	5	.0	10,267	2.5	31,779	3.6	42,051	2.45
Alaska	2,519	.6	67,808	16.6	125,619	14.3	195,976	11.42
Totals	**133,060**	**100.0**	**108,701**	**100.0**	**871,020**	**100.0**	**1,715,784**	**100.00**

At 21...

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TWENTY-ONE issues ago, AIR TRANSPORTATION Magazine inaugurated a new series of articles known as Guest Air Cargo Editorials and authored by men representing different branches of the air cargo industry.

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